

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12.
per annum.

The China Mail.

ESTABLISHED 1845

Orders for the
and "OVERLAND CHINA
may be made to our agent at
the following ports:-
Canton, Peking & Co.
Shanghai, Yokohama & Co.
Yokohama, Kobe & Co.
Manila, A.S. Watson & Co. Ltd.

No. 16524.

號七廿月四年六十百九千壹

HONGKONG, THURSDAY, APRIL 27, 1916.

辰丙次歲年五國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A.S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS.
HONGKONG.
TEL. 518.

TSAI NAI-HUANG.

AN EARLY INCIDENT IN
HIS CAREER.

A Hankow paper wrote of him:-
When we read in the papers that the
revolutionaries in Canton had shot T sai
Nai-huang, we felt glad. For many
years we had watched the career of
that particular official with much
interest, wondering what his end would
be, for of all the Chinese with whom we
had ever come into contact he was the
most odious. We only met him once. It
was many years ago when the summit of
Kuling, which this year attains its
majority, was still in its infancy. There
was a question of extension of bound-
aries on the carpet and T sai Nai-huang,
who was then a budding Tsaotai, had
been told off by the Governor of Kiangsi
to meet with the foreigners on the hill
and arrange matters. It fell to the late
manager of the Estate and the writer to
deal with the matter. His history, as
learned on that occasion, was that his
father pursued the highly profitable call-
ing of a pawnbroker. Nightly estimating
the talents of his son, he came to the
conclusion that the sphere in which the
young man would be best able to
accumulate a fortune was official life, so
he parted with the necessary weight of
Taels to purchase him a Tsaotai ship,
and this Kuling business was one of his
first chances at money making. He
made no bones about it, but gave us to
understand that, in the vulgar language
of the foreigner, he had not become a
Tsaotai for the sake of his health, so
he wished to know, in the event
of the scheme going through, where he
came in. He was told that the peti-
tioners were a group of missionaries
whose poverty was only exceeded by
their honesty. While the Government
would be duly paid any sum agreed
upon, no provision had been made for a
cousin to him. Thereupon he became
so insulting and objectionable, that only
the laws of the land and high principle
prevented the disgusted foreigners from
forestalling the revolutionaries by twist-
ing his neck there and then. Of course
the scheme did not go through, that time.

NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the name of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

THE CHINA MAIL TYPHOON MAP and GUIDE

Enables one to locate the centre
a Typhoon.

MOUNTED ON CARDBOARD AND
TAPED FOR HANGING.

Price 50 Cents.

From the CHINA MAIL Office.

ALEXANDRA CAFE.

OYSTERS Fresh, Fried or Stewed.
Fishes, Halibut, Kippers, etc.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
6,000 Tons, 8,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destinations.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

WE HAVE RECEIVED NEW STOCKS OF

JEFFREY'S PILSENER BEER

(BREWED IN SCOTLAND.)

A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS,
HONGKONG.
Telephone No. 518.

LA "GIRALDA" MANILA CIGARS.

Excellentes	in boxes of 25	\$4.50
Imperiales	" "	25 3.25
Espéciales La Giralda	" "	25 3.00
Perfectos	" "	25 2.75
Perlas	" "	25 1.90
Estrellas	" "	50 4.50
Reina Victoria	" "	100 8.00

SOLE AGENTS:

HONGKONG CIGAR STORE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1893
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.	CABLE LAID 5" to 15" CIRCUMFERENCE.	4 STRAND 3" to 10" CIRCUMFERENCE.
---------------------------------------	---	---

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

501

"MUMEYA."

"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.
PRICE 2.00 per 3 pcs. on Post Cards.
No. 81, Queen's Road Central.
TEL: No. 254.

BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG, LTD.**
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 75' x 88' x 14'6"
Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:-

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 7-12 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address:- "TAIKOODOCK"

TELEPHONE No. 512.

VICTORIA THEATRE

FRIDAY, 28th APRIL, 1916.

Another Monster Programme.

The Great Pathe Coloured Comedy in 3 Reels.

THE ROSE AMONGST THE BRIARS

FEATURING MISS JACKIE SAUNDERS.

Comedies:-

CHARLIE, THE TRAMP.

FEATURING CHARLIE CHAPLIN.

WIFFLES, (A COLOURED COMEDY).

FEATURING PRINCE.

A SAILOR'S PRACTICAL JOKE,

WITH MANY HUMOROUS SITUATIONS.

Interesting:-

PATHE'S BRITISH GAZETTE.

The Secret of the New 14" Gun.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TAGGART

MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' room with
Roof Garden.

Terms - From \$5 per day. Mod.

Telegraph Add: "Peak Hotel."

P. O. PEUTER,
Manager.

PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:-

SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN
BOMBAY, INDIA.

China:-

HANKOW,
SHANGHAI,
CANTON.

KING EDWARD HOTEL

Central Location

All Electric Trains Pass Subways.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 873.

Telegraphic Address:-

"Victoria."

J. WITHELL,
Manager.

SIEN TING.

Surgeon-Dentist

No. 14, D'ARVILLE STREET.

TERM VERY MODERATE

Consultation

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs net

In Bags of 250 lbs net

Shewan, Tomes & Co.

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 27th APRIL.

8 A.M. 'HONAM' 5 P.M. 'HEUNGSHAN'

10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

FRIDAY, 28th APRIL.

8 A.M. 'HEUNGSHAN' 5 P.M. 'HONAM'

10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

Single Fare by Night Steamer \$6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAI SHAN' Tons 507 1/2 S.S. 'SUI TAI' Tons 1251

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. at 1 P.M.

EXCURSION TO MACAO.

SUNDAY, 30th APRIL.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.-The Company will run a special excursion to Macao on Sunday, April 30th, at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD.

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 538 Tons, and S.S. 'WANNING' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers 'LINTAR' and

'HAKUL'. These vessels have superior Cabin accommodations and are lighted

throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HOTEL MANSIONS (Fifth Floor),

Opposite the Black Pier.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,
Birds of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies,
Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The 'COCOA de Luxe'

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion for value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1900.

INTIMATIONS

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the China Traders' Insurance Company, Limited, will be held at the Head Office of the Company, No. 4, Connaught Road, Victoria in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at 10 o'clock, for the purpose of considering and passing a Resolution which was passed at an Extraordinary General Meeting of the said Company held on the 13th day of April, 1916, and to submit for confirmation as a Special Resolution:

"That the name of the Company be changed to the 'British Traders' Insurance Company, Limited.'"

Dated this 13th day of April, 1916.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

THE NATIONAL LOAN OF THE
THIRD YEAR OF THE REPUBLIC
OF CHINA.

(1914).
\$16,000,000 AND SUPPLEMENTARY
ISSUE OF \$8,000,000.

AND
THE NATIONAL LOAN OF THE
FOURTH YEAR OF THE REPUBLIC
OF CHINA.

(1915).
\$24,000,000.

SUBSCRIBERS to the above TWO LOANS are hereby notified that the interest instalments for the month of April, each amounting to Dollars One Hundred and Twenty Thousand (\$120,000) — \$240,000 in all — have been duly received by the Undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs,
Inspector General of Customs,
Peking, 17th April, 1916.

64% RUSSIAN INTERNAL SHORT
TERMINED LOAN OF 1915.

For Terms, \$1,000,000,000.

SUBSCRIPTION to the above LOAN will be opened from 28th March, till 5th May inclusive.
The price of issue is 95%.

The loan is entirely free of Income Tax, and of all other taxation.

The loan is redeemable at par on 1st February, 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 1st February and 1st August, Russian style.

As interest on the above loan runs from 1st February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above loan.

Special favourable rates will be quoted for Russian exchange.

Applications will be made to Petrograd free of telegraphic charges and commission 40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager.

Hongkong, March 30, 1916.

MARTIN'S
APIOL-STEEL
PILLS

A French Remedy for all kinds of ailments, such as Indigestion, Constipation, Headache, Neuralgia, Rheumatism, Gout, Gravel, etc. It is a powerful purgative, and its use is recommended by the highest medical authorities.

MARTIN'S
APIOL-STEEL
PILLS

JAPANESE MAKERS
Every kind of Footwear
MADE
TO
ORDER



OEERRY & CO.
PEDDER STREET.
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1916.

SAVARESS'S
SANTAL
CAPSULES

Most Certain Cure
Physicians recommend it.

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 29th April, 1916, at 12 o'clock Noon, at the Office of the Jockey Club, on the Ground Floor of the Hongkong Club, 4, Canton Road.

By Order,
T. F. HUGHES,
Clerk of the Course.
Hongkong, April 15, 1916.

ROYAL HONGKONG GOLF CLUB.

EARLY MORNING GOLF.

A BALL played on to any portion of the Sand-Track, Grass-Track, or in the Ditch on both sides of the said Tracks must be lifted and dropped in the fairway not nearer to the hole, under penalty of one stroke.

This Local Rule applies only to Early Morning Golf, and has been introduced to avoid annoyance to riders and ponies on the track.

Players are requested to keep their caddies off the rails when ponies are passing.

The above Local Rule is applicable to the Par Cup when competed for in the early morning.

By Order of
THE COMMITTEE.

Hongkong, April 11, 1916.

528

"LITTLE WONDER"

5 inch

RECORDS.

"The MARVEL of

The Musical World.

30 cents each, 4 for \$1.00 cash.

Where the River Shannon Flows Tenor Solo

My Wild Irish Rose

The Old Folks at Home

The Bower

O Promise Me

The Next Dance One Step

Stars and Stripes March

Medley No. 5

Narcissus

ASK TO HEAR THE LATEST.

THE ANDERSON

MUSIC CO., LTD.

6, Des Voeux Road. Tel. 1821.

"A SCOUT IN

FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in

Hongkong, with topical illustrations for

the benefit of War Charities.

ON SALE AT—

MEMBER W.M. POWELL, LTD.,

MEMBER WISMAN, LTD.,

MEMBER KELLY AND WALSH, LTD.

MEMBER WHITBAY,

LAIDLAW & CO., LTD.

AND THE CHINA MAIL, LTD.

Price 50 Cents.

DAIRY FARM NEWS.

FISH

WE HAVE RECEIVED

A NEW SHIPMENT OF

SELECTED

FINNISH HADDOCKS

FILLET HADDOCKS

KIPPERS

SMOKED BLUE COD

SILIMPON (SEBATTIK)

COAL.

THE Undersigned having been appointed

Agents for the QUEWEE HARBOR

COAL CO., LTD., are prepared to quote

prices for best quality SILIMPON

COAL trimmed into Bunkers at SEBATTIK

or SANDAKAN (British North

Borneo).

SILIMPON COAL compares favour-

ably with the best grades of Japanese

Coal and gives good results on a very

moderate consumption.

Steamers calling at SEBATTIK or

SANDAKAN exclusively for SILIMPON

COAL (either cargo or Bunkers)

are exempt from payment of all Port

charges.

At Sebatik Steamers are berthed along-

side the Company's wharf where there is a

minimum depth of 27 to 28 feet at low

water Spring Tides.

Charts of Siboko Bay (Sebatik Har-

bour), Felos and all other information

concerning the Port can be had on

application to the Agents.

BRADLEY & CO., LTD.,

Agents Cebu Harbour Coal

Company, Limited.

Hongkong, Dec. 2, 1915.

1027

THE ALEXANDRA CAFE cannot be

bestowed. It is situated at the corner

of Des Voeux and Main Streets, and

is a most convenient place for a

light refreshment.

By Order of the Proprietor.

THE ALEXANDRA CAFE.

328

HIGHEST GRADE
CIGARETTES
and TOBACCO

Smokers of
GARRICK
SMOKING
MIXTURE

are always sure of a
cool and refreshing
smoke.

Acknowledged by
the connoisseur to
stand alone for purity
and charm of flavour.

GARRICK
CIGARETTES
are always the same,
always good, always
satisfying.



OBTAINABLE AT ALL LEADING TOBACCONISTS

NEWS FROM HOME.

(From Our Own Correspondent.)

London, Mar. 18.

THE RENT MORATORIUM.

The question of a rent moratorium

for married men called to the colours and

arrangements for suspending the pay-

ment of insurance premiums, is one that

is giving the Government a good deal of

trouble. The cost threatens to be some-

thing quite large in these days of heavy

expenditure. In France they have

already tackled this matter seriously.

M. Viviani has just introduced a project

of law dealing with the matter that may

seem rather drastic to some people, but

which is objected to in France on the

ground that it does not go far enough.

This draft provides for the total remission

of rents amounting to five francs or

less during the whole period of the

war and six months afterwards. The

landlords would, however, retain the

right to sue the tenants who, being

possessed of means, abused the privilege

thus granted. It is also proposed that

landlords should be compensated to an

amount equal to two-fifths of their loss

of funds provided partly by the

municipalities and partly by the State.

This last proposal is based on precedent.

M. Viviani quoting a law passed on

April 21, 1871. A novel amendment

was put forward by M. Bonis, who

proposed that all rents should remain

due and be paid by the tenants by means

of rent coupons issued by the Govern-

ment. These could then be used by the

landlord for the payment of taxes, and

remain good for that purpose during the

next seventeen years. This amendment

was eventually withdrawn, but it is un-

derstood that the Government may

incorporate some of the ideas in their

new bill.

COLONEL CHURCHILL.

Colonel Churchill, having tested the

political atmosphere with a speech that

met with but a chilly reception, has

betaken himself back to the trenches.

There appeared to be some doubt whether

he would go, but he probably

decided that a little lapse of time would

do no harm, considering the unflattering

results to himself of the attack he made

on the management of the Admiralty

by Mr. Balfour, who certainly gave the

critic a sound "dressing down." But

nobody believes that Colonel Churchill

will be long out of politics, which suit

his temperament, I imagine, better than

slopping round in wet trenches.

There is excellent authority, according

to the usually well-informed "Manches-

ter Guardian," for the statement that a

number of Unionist members are signing

a petition for the prompt return of

Colonel Churchill, and that Mr. Claude

Lowther is actively interesting himself

in the movement. If this be true, it

indicates something of the undercurrents

that are moving in Parliamentary circles

in this time of stress. The petitioners

may, of course, merely be actuated by a

desire to secure a fighting leader for

a new group, or their aim may be to

seduce Mr. Churchill back to the Tory

fold while he is—presumably—smarting

under the thrust he received last week

from his whistling friends. In any case we

are sure to see some singular re-aligning

when the Coalition truce comes to an

end and the new complications created

by the war begin to make their effects

felt.

IMPERIAL COUNCIL.

Sir Robert Borden, the Canadian

Premier, and Mr. Hughes, the Australian

Premier, have now each been invited to

the inner councils of the Imperial

Cabinet. That is one of the "biting

outcomes of the war and the grouping

of the Old Lion and the Cub against

the common enemy. The Australian

Premier is being extremely cordially

received, and shortly Mr. Massey, the

New Zealand Premier, will be here. It

is reported that each of the Dominions

would welcome an offer for their Prime

Ministers, when in London, to take

their place in the Cabinet as ordinary

members of it and to speak and vote on

all questions affecting the Empire as a

whole, as distinct from English domestic

affairs. Permanent machinery for the

representation of the Dominions could

follow. Mr. Herbert Samuel, speaking

the other night in greeting the

Australian Premier, himself touched on

this question and said "the mother

country is very ready to admit the

Dominions into a share of decisions of

policies as soon as they desired such

admission." That, it seems to me,

marks a very big step forward in our

imperial development.

SHANGHAI GAS CO., LD.

REPORT FOR 1915.

The reports of the directors and en-

gineer of the Shanghai Gas Co., Ltd.,

for the year ended December 31, 1915,

which will be presented at the annual

general meeting of the company to be

held on April 27, has been issued. This

Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.
—
PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used
A.B.C. 4th & 5th Editions.
AL. TELEGRAPHIC CODE.

Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
the 29th April, 1916, commencing
at 2.30 p.m. at their Sales Rooms, No. 8,
Des Voeux Road, Corner
of Ice House Street,—

A QUANTITY OF
HOUSEHOLD FURNITURE, &c.
Comprising—
Sideboards, Dinner Wagon, Dining
Tables and Chairs, Chesterfield Sofas,
Arm-chairs, &c., Wardrobes and Toilet
Tables, Double and Single Brass and
Brass-mounted Bedsteads, &c., Metal
Inlaid Furniture, several lots of Black
wood Ware, Carpets, Pianos, Porcelains,
&c., &c., &c.

A few lots of Brass Vases and Flower
ots.
(Full Particulars from Catalogue.)
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 25, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
on

TUESDAY AND WEDNESDAY,
the 2nd and 3rd May, 1916, at 10 a.m.
each day, at H.M. Naval Yard
Hongkong, and Kowloon Depot,
12 Coal Lighters from 50 to 150 Tons,
Steam Launch (Hull only) Steam
Cutter complete, and
OLD AND SCRAP
NAVAL AND VICTUALLING
STORES.

Comprising—
Old and Surplus Naval Stores.—Faint
Engines, Boilers complete 30 and 50
Tons, Boiler with Mountings, Typewriter,
Shanghai Bath, Cuvens and Leather
Hoses, Stage-lights, Coir Cordage,
Paperstuffs, Canvas Bags, Old India
Rubber, Rending Lamps, Bows, Oars
Fir, Carpet, Rugs, Blankets, Tables,
Bookcases, Cabin Wardrobe, Cupboards,
Mirror, Electric Cable, Firewood, Old
Iron and Steel, Mineral, Rapeseed and
Olive Oil, &c., &c.

Old and Surplus Victualling Stores.—
Seamen's Clothing, Blankets, Officers'
Mess Traps (a quantity of Electric plated
articles and Table Linen) Implements,
Seamen's Mess Utensils, Oak Staves,
&c., &c.

Terms of Sale:—As detailed in the
Catalogue.
—
HUGHES & HOUGH,
By Appointment Auctioneers to the
Admiralty.
Hongkong, April 22, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. T. K. DEALY,
to sell by Public Auction,

THURSDAY,
the 4th May, 1916, at 2.45 p.m.,
at Craigmin East, No. 189, Peak
(End of Barker Road),

THE
VALUABLE HOUSEHOLD
FURNITURE,
&c., &c.,
therein contained.

Comprising—
Hall Stand, Upholstered Drawing
Room Suite, Teak Sideboard, Extension
Dining Table and Chairs, &c., Large
Dinner Service, White and Blue willow
pattern Tea Service (complete), Ward-
robe, Dressing Table, Desks, &c., Sundry
Bed and Table Linen, Plate and Glass-
ware, Kitchen and Bath Room Utensils,
&c., &c.

Two Mercurial Barometers and
Thermometer one by Falconer, a number
of Original Oil Paintings and Small
Engravings, also An Encyclopedia
Britannica, half morocco, published at
289 in revolving teak Bookcase, Water
Colours by well known Artists.
On view day of Sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 25, 1916.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Liquidators of
the Concerned, to sell by Public Auction,

MONDAY,
the 1st May, 1916, at 10.30 a.m.,
at Godown No. 107 and 107A,
Praya East.

Light Railway Material, Including—
Turn Tables, Switches, Steel Shaft,
Tipping Cars, Field Forges and Anvils,
Assorted Nails, Screws, Bolts, etc., Ficks
and Axes, a quantity of Iron, Brass, etc.,
A large quantity of Good Leather
and Saddlery.

Also
Sundry Furniture, 1 High Pressure
Pump, Emery Wheels, A number of
Pairs of Wheels and Axles, Axles,
Firewood, and 2 1/2 H.P. Oil Engines.
On view from Saturday.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 25, 1916.

570

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

MONDAY,
the 1st May, 1916, at 2.30 p.m., at No. 4,
Hart Avenue, Kowloon.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
&c., &c., &c.

Including—
Treadle Sewing Machine by "Singer"
One Silver Tea Service.

One Upright Iron Grand Piano
(in good condition).
(Full Particulars from Catalogue.)
On view day of Sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 25, 1916.

578

FOR SALE.

USED TYPE METAL.
Offers to—
"CHINA MAIL" Office.

577

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers. Pig Iron and
Foundry Castings. General Store-
keepers and Shipchandlers. Nos. 35
and 37, Hing Loon Square, (Subway), west
of Central Market. Telephone No. 515.
Hongkong, September 4, 1915.

LEE YEE'S

HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfumes,
By
EXPERIENCED HANDS
Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.
12, D'Anglais Street
Hongkong, July 5, 1915.

581

PEAR TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12 Noon Every 15 minutes.
12 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.
SUNDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BORDERS
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comproadors order
representing Bank Notes.

JOHN D. HUMPHREYS & SON
General Managers.

NOTE: A good solid meal is a carte of
Table d'Hôte, with Wine & Liquors
of the best. ALEXANDRA CAVE.

SHIP'S CAPTAIN FINED.

THE MAGISTRATE'S COMMENTS
ON "SERIOUS OFFENCE."

Captain Rodway of the Blue Funnel
steamship *Pyrrhus*, was charged before Mr.
Hazelshel at the Magistracy yesterday,
with leaving the harbour without his
ship having first been examined by the
police.

Mr. A. M. Preston, defending pleaded
guilty. He explained that the master
and received instructions both at Home
and here to get round as quickly as he
possibly could. It was also very im-
portant that he should, as they were
carrying Government stores, and it was
absolutely essential that the ship should
get round from port to port with as
little delay as possible. On
December 13th, the *Pyrrhus* was at
Anchorage in Hongkong, and, in pursuance
of instructions, they had been working
all night, so that they might get away
in the afternoon. This was very im-
portant, because by doing so they would
reach Singapore at daylight. At about
2.30, a telephone message was sent from
Messrs. Butterfield and Swire to the
police authorities, saying that the vessel
was ready to be examined at the eastern
anchorage.

His Worship inquired whether it was
the practice for the police to be told by
telephone?

Inspector Gordon answered in the
negative.

Mr. Preston:—The reply received to
our message, sent at 2.30, was—"Yes,
it will be all right."

Inspector Gordon:—There is a staff in
examining the ships, and they must be
taken in rotation; preference cannot be
shown to any one. This staff has to go
from one ship to another.

Mr. Preston proceeded to say that at
3.30, the Captain hoisted the police
flag as a gentle reminder that he was
ready to go. He had on board five
passengers, and had received a passenger
list from Messrs. Butterfield and Swire,
who always make a practice of examining
the permits. Four of the passengers
were officers of another ship which had
come into Hongkong for repairs. They
were all known to the Captain, and
another was an Australian who was
going home to visit his front. He
(Mr. Preston) was told it was the
custom of the police to ask for the
passengers and see that they had
permits, and after they had been examined,
the ship was allowed to go. If the
captain had not passed Lyemooon that
afternoon, he would have lost 17 hours
at Hongkong, and he would have lost a
further 12 hours at Singapore—a total
of 29 hours, and a revenue loss of \$600.

His Worship:—I don't see that it mat-
ters whether it was \$600 or \$6,000,000.

Mr. Preston said in his own mind,
that everything was all right, and he
took the risk and went under way. He
admitted now that it was a foolish thing
to do. Just as he was under way, the
police launch came alongside, and the
officers said they were going to examine
him.

Inspector Gordon:—Yes, and they
refused to allow us aboard.

Mr. Preston:—If they had done, they
would not have got through Lyemooon
Pass, and would have lost 30 hours.
The ship passed Lyemooon at 5.42, and
the Harbour closed at 5.52.

Inspector Gordon:—They did not
require to drop anchor when they were
under way. If they had only dropped
the gangway it would have been
sufficient. We wanted to examine the
ship. It is a very important case in
the eyes of the C.N.P. He does not
like the way the police were defied. At
the time we got there he was under
way and absolutely defied us.

The Inspector mentioned that the
police would not reply to the telephone
message, as it would be against all
principles.

His Worship remarking that it was a
very serious offence imposed a fine of
\$150 with the alternative of three
months' imprisonment.

CHINA BUYS COTTON.

RECORD IN SHIPMENTS FROM
JAPAN LAST MONTH.

Record shipments of cotton yarn to
China was made from Japan in March
and this despite the internal trouble in
the Republic; says The Japan Adver-
tiser. It is true that the business is
somewhat slack in Hongkong and other
southern ports, but the central and
New China markets are not in the least
affected by the political distur-
bance. Since the beginning of the year
the supply of Indian yarn to Shanghai
and Hankow was rather short and this
has resulted in the rush for Japanese
yarn. The recent rise in silver quo-
tation has suddenly prompted this ten-
dency.

In the last ten days of March alone
there were shipments of 240,000 bales
and total for March amounted to 61,242
bales, the biggest shipments ever
reached in the annals of Japan's cotton
yarn trade with China. The yarn trade
has made remarkable progress in recent
years, and monthly shipments to China
averaged 47,000 bales. The biggest
record in the past was the 49,200 bales
in December last year and the spinning
circles here were greatly encouraged at
that time, but now these figures have
been broken by the March record which
is an increase of over 1,000 bales.
Therefore, the internal trouble in China
is no more a cause for worry. It is
expected that tranquillity is restored
in China; there will still be greater
prosperity in this business.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children
are subject to disorders of the bowels,
and should receive the most careful at-
tention. As soon as any natural looseness
of the bowels is noticed, the child should
be given a few drops of the
Cholera and Diarrhoea Remedy, which
will stop the child by all Chemists and
storekeepers.

SHANGHAI AND THE REBELLION.

REPORT BY THE POLICE
SUPERINTENDENT.

In his Report for the month of March
the Captain Superintendent of Police at
Shanghai writes:—

Although these reports purport to be
a monthly review of Police work in the
Settlement, a digression from these strict
limits may be permitted in order to
comment on the political situation as it
has developed during the month. This
digression will not seem out of place when
it is remembered that past experience
has unequivocally demonstrated how the
prosperity of Shanghai is bound up with
the political situation and the mainte-
nance of peace and good order throughout
the country. The latter days of the
month and the first week of April saw
the situation in the South develop rapidly
and culminate in the Kwangtung province
declaring independence and throwing its
lot with Kwichow, Yunnan and
Kwangsi. Thus, the four southernmost
provinces of China have cut themselves
aloof from all control from the Central
Government and have placed themselves
under the guidance of their various
military leaders who seem to be acting
independently and without any apparent
unity of purpose. It was confidently
predicted that the secession of Hunan,
Kiangsi and Szechwan would follow next
so that the defection of the Chinese
provinces on the morning of 12th April
before any move had been made by these
three provinces was thought to be a
permanent step forced on by the anti-
cipatory arrival of northern troops in
Chekiang. Up to this point Shanghai
was able calmly to look upon the squabble
without any grave fears of being actively
involved and in full anticipation that the
Central Government would soon restore
order. So soon, however, as the important
province of Kwangtung rebelled and
Chekiang followed suit Shanghai became
directly affected. The interruption of
communication with Hangchow, the
imminent danger of collision with hostile
troops at a point not thirty-five miles
away from Shanghai and the presence of
a large number of rebels with unsavoury
reputations with their disreputable
followers have caused unusual restlessness
among local residents. Wild rumours
have been circulated as to the local
situation and the general uneasiness has
not been decreased by the uncontrollable
outpourings of the Chinese rebel organ;
So Shanghai finds itself at the moment
of writing in a position similar to that of
1911 and 1913. Trade is at a standstill
and there have been signs which have
not yet passed of considerable danger to
peace and good order. The rebel leaders
with the money they have in hand have
been active in trying to buy over the
soldiers of the garrison and with their aid
to carry out an attack on the Chinese
Government's establishments, but they
have not succeeded owing to the
watchfulness of the military authorities
who are thoroughly on their guard and
well posted on the subject of rebel
arrangements.

Special attention has been given to the
presence of bad characters who by their
recent arrival have led to a considerable
increase in crime. During the closing
months of 1915 and the opening weeks of
1916 when rumours of projected insurrec-
tion have been rife in Shanghai a great
number of unemployed persons from the
north of this province and the region
beyond drifted hither. Many of them
were discharged soldiers who had served
in this locality before in regiments of the
"Vanguard" and the "Dare to Die"
type, others were simply agricultural
labourers who were out of work during the
winter months and who were lured south-
ward by stories of wealth to be gained
without working for it.

There were several persons of
importance residing near the Settlement
who were actively opposing the
monarchical movement and being joined
by a few others who had come from the
north and from over the sea and else-
where, an attempt was made to pay, and
in some measure, keep under their control
a number of men who might form the
nucleus of a force which they believed
they would be able to raise in the future.
The scheme only partially succeeded
because, as usual, the funds ran out, and
the men as has sometimes happened
before, were thrown on their own
resources. Some were armed and some
of them were ready to do anything to
obtain money, with the result that the
Police have had to deal with more cases
of holding up and reports of robbery.
As always happens when any plot of
this description is on foot the Settlement
is invaded by swarms of Government
detectives who usually bring in their
train a great number of satellites some
of whom are persons of somewhat dark
reputation. They, too, are often unpaid.
The heads are fairly liberally supplied
with money, but it does not always reach
their subordinates and the latter who
have plenty of time on their hands are
apt to supplement their income by extor-
tion and robbery whilst waiting for their
salaries, or for the portion of a reward
with the kidnapping of a member of the
Kuomintang may bring. That the tables
are sometimes turned on these men is
evident from the murder of one of their
number by a former officer of the
Revolutionary army in a house in
Cemetery Road on 30th January, 1916.

They have not been entirely unsuccess-
ful in carrying out part of the work with
which they have been entrusted, as may
be seen from the carrying off to Peking
of a resident of the French Concession
who was forced to the International
Settlement boundary on the evening of
15th March and betrayed into their hands
by a relative. For his arrest, a heavy

reward is reported to have been paid.
As a rule, these men, as well as the men
who circle around these they seek to
arrest, are in a chronic state of indigence,
and it is not astonishing that there is an
increase of crime to be recorded in the
Settlement when it is open to invasion on
all sides from bands of this description.

Robberies are not likely to diminish
very much in number nor is tranquillity
likely to reign in the Settlement whilst
the districts around are seething with
political strife.

There is another crowd of persons who
are almost as dangerous as the armed
robber, although they do not descend to
his methods. They adopt others which
in intent are every whit as criminal, viz.,
the writing of letters to members of the
wealthy class of Shanghai, pleading some-
times that they are stranded, and cannot
get home, sometimes that they wish to
depart to the war in the south-west,
taking with them the funds to carry it
out, and demanding anything between
10,000 and 100,000 dollars. There is
usually in the letter a hint about bombs
or bullets if the money is not forthcoming.
Chen Chi-mei is again in evidence
soliciting the whereabouts to stir up strife
in this locality as well as in others and
professing to be anxious that would-be
subscribers should not be misled into
mistaking what he calls, a political loan
for a private contribution.

Alfred has undoubtedly been contri-
buted and contributed liberally in
Shanghai to further the object of the
rebellion, but it appears to have been
given mostly by those who believe that
political changes are imminent and who
deem it well to have a connection with
all parties.

THE DURATION OF THE WAR.

Speculation about the duration of the
war is inevitable. Whenever two or three
are gathered together and begin to talk
about the war-time or after is pretty sure
to say:—How long do you think it will
last? The question is not asked
arbitrarily, but as a topic of conversation
interesting to all. No much attention is
paid to the answer, which is generally
very vague; but opinions are exchanged,
and there is an end of it. This sort of
speculation is quite harmless; it belongs
to the small coin of social intercourse.
But some people go much farther and
profess considerable degree of certainty.
They make confident predictions, and go
the length of "backing" their opinion
in the usual way. A good deal of business
is said to be done at Lloyd's by wagering
on the date by which the war will or will
not be ended. Predictions are also
ascribed to members of Parliament,
financiers and other business men. They
find their way into the newspapers and
are buzzed round. We do not want to
make too much of this, or suggest a
censorship of the subject. Men ought to
look forward, and they have a right to
their own opinions. But the utterance
is not altogether harmless, and it calls
for a word of warning. The public will
do well to pay no attention to these
predictions, or at least to place no reliance
on them. Some of them may prove to
be right, but they are only guesswork.
Nobody really knows of our knowledge.
There are far too many uncertain factors
to permit anybody, no matter how well-
informed or shrewd or authoritative, to
forecast the course of events with any
approach to precision.

For these reasons, then, there can be
no certainty about the duration of the
war, and therefore it is unwise to count
on any prediction; but it is obviously
more unwise to count upon a short than
upon a long duration. There appear to
be two main schools of prophets. The
one predicts an early collapse of the
enemy, the other looks forward to a
prolongation of the war for years to come.
The mischief of the first view is that it
tends to an easy-going confidence and a
slackening of effort. The slowness with
which the nation has got into its swing,
the artificial obstacles that have been
raised and are still being raised to
supreme exertion, and the numerous
defects that have hampered progress, are
due more to an easy-going confidence than
anything else. The belief in an early
collapse of the enemy is deceiving. On
the other hand, the view that the war
must inevitably last a long time yet is
dangerous; because it encourages a
easy-going mood in a different form. It
suggests that there is plenty of time to
consider and discuss the various problems
that will arise hereafter, and that there
is no need to settle anything quickly now.
That mood may in the end prove more
fatal to the future welfare of the country
than belief in a speedy termination.

"Daily Mail."

**LOSING WEIGHT
BY THE POUND**

"Under Weight," a condition
of ill-health, shows your assim-
ilative powers are decreasing.

**WATERBURY'S
METALIZED
COD LIVER OIL
COMPOUND**

Supplies the blood with the
finest nourishing and healthy
flesh building materials. Very
palatable.

OF ALL CHEMISTS

Price: 1/6 and 2/6

INTIMATIONS

OLD FRIENDS ARE BEST

BLACK AND WHITE WHISKY

BOTTLED and SHIPPED
BY
JAS. BUCHANAN & CO., LTD.

GLASGOW & LONDON.

DONNELLY & WHYTE.

WINE MERCHANTS.

Special Food for Starved Nerves.

SANAPHOS

THE IDEAL RECONSTRUCTIVE NERVE FOOD

"Sanaphos" supplies the element
which is needed by our nerves and
brain and which is not supplied in
sufficient quantity by our ordinary
food. Thus it is an ideal food for
nourishing and strengthening the
nerves, and for correcting all the
many ills which result from weakness
of those nerves which govern all the
working of the body.

Moreover "Sanaphos" contains
other food elements which at once
are assimilated to make tissue and
energy. It is wholly digestible, a
fact which distinguishes it from
earlier and less highly perfected
products. The Chairman of the
Company making "Sanaphos" is
Sir William Taylor, M.D., Surgeon-
General of the Forces.

"Sanaphos" is sold by all Chemists. Stocks are held by and requests for samples should be
addressed to—Fitcher & Co., or The Queen's Dispensary, Hong Kong.

Wholesale Distributors for India and Far East—Danks Brothers, Ltd., Middlesex Street, London,
England.

Ask for Horlick's.

It is well worth trying, and will mean
good health for you, as Horlick's Malted Milk
assists Nature in repairing and building up
wasted tissue.

It is always acceptable—delicious to the
taste, and made in a moment—no cooking.

HORLICK'S MALTED MILK

Of all Chemists and Stores
in 3 cases, 1/6, 2/6 and 11/6
(in England).

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON

JOHN OAKLEY & SONS, LIMITED

EMERY
EMERY GLASS
CLOTH PAPER LEAD

WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON

THE CHINA MAIL, LTD.

UNDERTAKES
ALL SORTS OF JOB-PRINTING

such as:—
CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE
LISTS, INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, ETC.

Obtain quotations from
THE CHINA MAIL OFFICE
6, Wyndham Street

European Supervision Moderate Prices

JUST ARRIVED:

NEW STOCK

BULL DOG

LIGHT ALE and GUINNESS' STOUT.

IN PINTS AND SPLITS.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS.

HONGKONG.

Telephone No. 616.

W.M.
Howell
LTD.

Phone 346.

JUST ARRIVED

NEW

SPRING GOODS.

MILLINERY, BLOUSES,

GOWNS,

SWEATERS,

NECKWEAR.

CHILDREN'S HATS

and FROCKS.

12, Des Vieux Road,
HONGKONG.

THE DIARY.

MEMOS. FOR TO-MORROW.

2.30 p.m.—Auction of Household
Furniture, Piano etc. at Messrs
Hughes and Hough's.
4 p.m.—Peak School Annual Sports.

General Memoranda.

SATURDAY, April 20.—
Noon.—H.K. Jockey Club's Meeting.
Jumble Sale in United Church Hall.SUNDAY, April 21.—
9 a.m.—Excursion to Macao by S.S.
"Taishan".MONDAY, May 1.—
10.30 a.m.—Auction of Railway
Material, Saddlery, Furniture, etc.
at Godown 107, Praya East.2.30 p.m.—Auction of Household
Furniture, Sewing Machine, Grand
Piano, etc. at No. 4, Hart Avenue,
Kowloon.TUESDAY, May 2 & WEDNESDAY, 3.—
10 a.m.—Auction of Coal Lighters,
Steam Launch, Steam Cutter, Stores,
etc., at H.M. Naval Yard, H.K.,
and Kowloon Depot.WEDNESDAY, May 3.—
Noon.—Entries close for Dog and Cat
Show on 13th inst.

Noon.—Canton Insee. Co's Meetings.

THURSDAY, May 4.—
2.45 p.m.—Auction of Household Furni-
ture at "Craignia East," No. 160,
The Peak.FRIDAY, May 5.—
Noon.—China Traders Insee. Co's
Extraordinary Meeting.CHINA MAIL
OVERLAND EDITION.THE BEST WEEKLY NEWS-
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.ORDER IT BEFORE GOING
HOME, AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

MARRIAGE.

EVERETT-THOMAS.—On April 19, 1916,
at Shanghai, Henry Joy Everett to
Catherine Thomas.

The China Mail.

HONGKONG, THURSDAY, APRIL 27, 1916.

HONGKONG SHIPPING.

SOME comparative notes on Singa-
pore and Hongkong by "A Hong-
kong Visitor," were recently
published in the *Straits Times*, from
which the reader derived the
impression that Hongkong in most
things is a long way behind Singa-
pore. There was one paragraph in
the article which specially impressed
us. It was, in fact, headed "An
impressive feature," and it said:

In striking contrast with Hongkong
at the moment, a most impressive feature
which arrests the attention of the visitor
is the vast amount of shipping in the
harbour of Singapore. The port enjoys
the generous patronage of many fleets of
boats. The flags of many nations are
displayed in the harbour. The majestic
liner and the modest coaster make this
port of call, and the amount of trans-
shipping through the port must be
stupendous in these historic days as
compared with what comes to Hongkong.
The northern port has been hit hard. It
will take a few years to recover.

Now, if all the comparisons made
in this article between the two ports
have no more foundation in fact
than this one, the author of them
can hardly be accepted as a reliable
guide. Happily, the correctness or
falsity of the writer's observations on
the shipping of the two ports can be
tested by official statistics. By the
courtesy of the Harbour Master we
are able to give below the statistics
of the shipping of Hongkong for
1915, for the purpose of comparison
with the statistics of the two previous
years. We are without the Singapore
returns for 1915, but we quote them
for 1913 and 1914, and as we cannot
suppose the shipping of Singapore to
be greater to-day than in the year
before the war, we feel justified in
saying that the statistics we give
below prove conclusively that there
is no justification whatever for
representing that "the amount of
trade" passing through the port of
Singapore must be stupendous in
these historic days as compared
with what comes to Hongkong.

The war, as the figures we append
clearly show, has not had such an
alarming effect on the shipping of
Hongkong as to put it below
Singapore in the list. Hongkong has
in the past had the proud distinction
of being in point of tonnage the first
shipping port in the world, and our
impression is that it is highly
probable that Hongkong still retains
that position, or one very near it.

The following figures speak for
themselves:

HONGKONG.

Year	No. of Ships	Tonnage
1913	490,328	37,742,082
1914	577,430	38,758,067
1915	531,602	35,834,019

STRAITS SETTLEMENTS.

Year	No. of Ships	Tonnage
1913	64,929	29,587,034
1914	65,747	29,080,033

When we add that the Straits shipping
returns represent the shipping of five
ports—Singapore, Penang, Malacca,
Christmas Island and Labuan, and

also include all men-of-war arriving
and departing (which the Hongkong
returns do not), it will be seen that
Hongkong, in respect of its shipping
trade, even in these historic times,
enjoys a superiority over Singapore
really much greater than the statistical
comparison instituted above shows.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Lady Jordan, wife of the British
Minister at Peking is proceeding Home
next month.

The P. & O. Homeward Mail S.S.
Mabius with the Hongkong Mail of the
24th March last, arrived at Marseille,
on Tuesday, the 23rd instant.

A Chinaman was fined \$5,000
in the Mixed Court at Shanghai last
week for selling smuggled opium in
contravention of the Municipal bye-laws.

The Yokohama United Club has
decided to take over the Royal Hotel
in Main Street, as the temporary home
of the Club, while the premises on the
Bund are being rebuilt.

We learn that there were serious
disturbances this morning in the neigh-
bourhood of the railway beyond Shek-
lung, and that the train service was
temporarily suspended.

A parcel of books sent to us by
"O. W." for the soldiers, has been
forwarded to the Victoria Barracks,
and we are asked by Captain Shearer,
K.S.L.I., to convey to the donor the
appreciation of the non-commissioned
officers and men.

By authority of the Republican
Government, and as "an exposure of
the political intrigues at Peking, against
the Republic of China," a pamphlet has
been published in English and Chinese
giving translations of the official cable
telegrams used in manufacturing the
movement in favour of a reversion to
the Monarchic form of Government.

WAR CHARITIES.

CANTON BRITISH WAR CHARITIES.

A further sum of £200 (making £400
since the beginning of the year) subscri-
bed by British Residents in Canton has
been remitted to London this month as
underlined:—

£100. British Red Cross Society.
£50. Soldiers and Sailors Family
Association.
£25. St. Dunstan's Home for Blind
Soldiers.
£25. Patriotic League of Britons
Overseas.

CANTON BELGIAN RELIEF FUND.

The sum of \$1,264 has been subscri-
bed in Canton as underlined, and a
Draft for £132.12.1, at exchange of
2/1/16 has been remitted to the
Treasurer of the Fund in London.

LIST OF SUBSCRIBERS.

Batchelor R. K.	20
Bell F. N.	20
Bennett E. S.	10
Bonnes W.	10
Brown H. B.	10
Chambers D. H.	10
Castle T. A.	10
Comrie R. C.	10
Corey J. E. B.	10
Daniel D. W.	10
Dent H.	10
Dorby J.	10
Drummond P.	10
Farmer W.	10
Furber D.	10
Fry C. G.	10
Gace A.	10
Gaudes A.	10
Gaudes J.	10
Gaudiot Ch.	10
Geiger C.	10
Hugh A. V.	10
Hoppeler G.	10
Jamieson J. W. C.M.G.	10
Jessell E. R.	10
Kitching G. C.	10
Leung A.	10
Lammert L. E.	10
Landolt J.	10
Lawrence G. A.	10
Lee	10
McAllum R. T.	10
Matheson R. T.	10
Mayer G.	10
Mei A. P.	10
Merrill H. F.	10
Peel C.	10
Pratt R. S.	10
Pudicombe A. H.	10
Reed G. L.	10
Sandeman H. H.	10
Shields C. H.	10
Smith H. S.	10
Smyth E. H.	10
Spangler U.	10
Swift G. H.	10
Waters J. V.	10
Webb W. M.	10
Wood E. M.	10
Anonymous	15
Total	£1,264

D. FORBES,
Hon. Treasurer,
British War Charities.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Coun-
cil was held this afternoon.
H.E. the Governor, Sir F. HENRY
MAY, K.C.M.G., presided. There
were also present:

H.E. Major-General F. VENTRIS,
General Officer Commanding.
The Colonial Secretary, Hon. Mr.
CLAUDE SEVERN.

The Attorney-General, Hon. Mr.
J. H. KEMP.

The Director of Public Works,
Hon. Mr. W. CHATHAM, C.M.G.

The Secretary for Chinese Affairs,
Hon. Mr. E. R. HALLIFAX.

The Captain Supt. of Police, Hon.
Mr. McL. ALEXANDER.

Hon. Mr. Wei Yik, C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. E. SHELLEN.

Hon. Mr. D. LANDALE.

Hon. Mr. LAU, CHU PAU.

Hon. Mr. P. H. HOLYOAK.

Hon. A. G. M. FLETCHER, Clerk of
Councils.

THE PUNISHMENT OF INCEST.

The Hon. ATTORNEY-GENERAL
moved the second reading of a bill
intended an ordinance to provide for
the Punishment of Incest. The age
was put at 12 years instead of 13
years as in the Act at Home, the
reason being that under the Protec-
tion of Women and Girls Ordinance
the age was one year lower than the
English age.

The Bill was considered clause by
clause, read a third time and passed.

TRADING WITH ENEMY RESTRICTIONS.

The Hon. ATTORNEY-GENERAL
moved the second reading of a bill
intended an ordinance to provide for
the extension of the restrictions
relating to trading with the enemy
to persons to whom, though not
resident or carrying on business in
enemy territory, it is by reason of
their enemy nationality or enemy
association expedient to extend such
restrictions.

The hon. member said the inten-
tion was to prohibit trading with
firms and persons of enemy nation-
ality in any neutral country. Those
persons and firms would be in the
same position as persons or firms in
Germany or Austria.

The Colonial Secretary seconded.
The bill was considered, read a
third time and passed.

FACILITATING MARRIAGES.

The Hon. ATTORNEY-GENERAL
moved the second reading of the bill
facilitating marriages between Brit-
ish subjects resident in the Colony
and British subjects resident in the
United Kingdom. He said the Bill
was introduced in accordance with
instructions, to carry out the proce-
dure in the United Kingdom under
the British Marriage Facilities Act
1915, which contemplated relative
legislation in the Colonies. The in-
tention of the Bill was that where
one of the parties to an intended
marriage lived in the Colony and the
other party in the United Kingdom,
that notice given in the Colony or in
the United Kingdom should be a
valid notice of the issue of a certi-
ficate for the celebration of the mar-
riage, so that delay would not occur
because of the issue of a certi-
ficate in the United Kingdom. It
was true that in Hongkong provision
had been already made to avoid such
delay, but the provisions of the
United Kingdom Act said that the
provision should be made in that
particular way, as otherwise His
Majesty's Government would not be
able to give corresponding privileges
to persons travelling from Hongkong
to the United Kingdom. The Act
would only be applied to Hongkong
upon Hongkong passing legislation
in that form.

The Colonial Secretary seconded
and the bill was read a second time.

COLONIAL REGISTRATION.

Moving the second reading of a
bill to provide for registration of cer-
tain persons in the Colony, the Hon.
Attorney-General said the object of
the bill was to enable the Police to
keep a record of non-Chinese adult
residents in the Colony. As they had
sufficient information with regard to
certain classes of non-Chinese adults,
such as members of the Army, Navy
and Volunteer forces, those persons
were excluded from the operation of
the bill.

The Colonial Secretary seconded
and the bill was read a second time.

THE YANGTZE INSURANCE CO.
CASE.

A SUCCESSFUL APPEAL.

Messrs. Shewan, Tomes & Co.,
agents in Hongkong of the Yangtze
Insurance Co., Ltd., have received
to-day a cable from Shanghai an-
nouncing that judgment has been
given in favour of the Yangtze
Insurance Co., with costs, in the
appeal to the Supreme Court against
the judgment of the Court below in
the action recently brought against
the Company under the Trading with
the Enemy Regulations.

CRIMINAL SESSIONS.

CLERK IN EDUCATION DEPART-
MENT CHARGED.ADMITTED EMBEZZLEMENT
OF SALARIES.

A Clerk in the Education Office,
named Tse Ping Un, was indicted at the
Criminal Sessions this morning before
the Chief Justice, Sir Wm. Rees Davies,
on six charges of forgery and one of
embezzlement.

Mr. G. N. Orme, Crown Prosecutor
appeared on behalf of the Crown and
Mr. F. C. Jenkin, instructed by Mr.
Shenton, of Messrs. Denoon, Looker,
Deacon and Harston, defended.

The Crown Prosecutor mentioned
that the forgery charges would be with-
drawn.

The Chief Justice entered a *nolle
prosequi* on the six counts.

On the charge of embezzlement Mr.
Jenkin said prisoner pleaded guilty.

Mr. Orme dealing with material facts,
said defendant was a fifth grade clerk at
a salary of \$50 a month. His duties
were only in connection with the
preparation of pay sheets of the office
and the preparation of cheques and the
performance of such duties as the
payment of smaller sums. There were
three cheques in question and \$60 of
the amount was payable to three
different pupil teachers. One of the
cheques was made payable by Mr. Irving
to Mr. Ralphs, Inspector of Schools.

The latter handed the cheque to prisoner
with instructions to cash it. The cheques
were not passed on, or the \$60—the
amount of the three cheques—paid to
the recipients. Prisoner received the
money and appropriated it to his own
use.

The pupil teachers afterwards saw
Mr. Ralphs about the money due to
them and prisoner was called in and he
admitted that he had taken the money.
The relatives of the prisoner had offered
to refund the money, but the Govern-
ment ordered the money to be sent
back and these proceedings instituted.

The Chief Justice asked if Council
knew whether prisoner intended to make
this good.

Mr. Orme did not think there was
any evidence.

Mr. Jenkin in an address on behalf of
the prisoner strongly commented on the
system in the Education Department.
Undoubtedly the view of the Government
that it was serious thing for Government
employees to embezzle public funds was
no doubt right, but all offences against
the law were a serious matter, and it
was right that they should be punished.
Council submitted however, on the
evidence for the prosecution that the
prisoner had been an unfortunate victim
of temptation—a temptation which
was made possible only by reason of
the admittedly rotten system in the
Department of the Government in
which he was employed. He joined
the Government service in 1912 and
since September 1913 the cheques for
the payment of all the staffs of all
Government Schools had gone through
his hands. Prisoner received a
salary of only \$50 and yet he had to
be to some extent—responsible—every
month for sums of money amounting to
\$10,000.

The Chief Justice asked if that was
so.

Mr. Orme, after consulting the
Director of Education, said prisoner
was only responsible for a very small
portion of that sum.

Mr. Jenkin said he would like to
have a definite statement on that as he
would not like to say anything that was
not true. He reported that all the
cheques for all the staff passed through
prisoner's hands, \$13,000 or \$14,000
of cheques passed through his hands
every month. He had been occupying
that position for 29 months and during
that time there had passed through his
hands in cheques \$290,000.

Mr. Orme said prisoner did not cash
the cheques.

Mr. Jenkin said the system was that
that man with all that money should
keep those cheques until they were
called for by the payees and in the
ordinary course he might have some of
those cheques two or three days.

"It will surprise your Lordship to
know," went on Mr. Jenkin, "that this
man was not provided by this Depart-
ment with a safe. All he had was a
common locked drawer."

The Chief Justice did not think that
affected the case.

Mr. Jenkin said he was criticising the
system; he was not trying to defend
the crime. He was speaking on the
system in the hope that it would have
some effect on his Lordship. He would
not be surprised to hear that the same
sort of thing had occurred to one of pri-
soner's predecessors, that there had been
trouble in the same department in regard
to money which was misappropriated and
the man had absconded, and yet that
identical system had been followed. It
was part of the system that the prisoner
should be paid cheques which it was his
duty to cash, and out of the cash he had
to make certain payments to people who
would call for those cheques; the result
of that system being that he would have
in his possession loose cash for various
purposes, and he had no proper place
to keep it in; therefore quite prop-
erly he would have some of the money
which was the proceeds of the cashed
cheques. Mr. Ralphs, Inspector of
Schools, gave evidence in the Court
below and with regard to that very
system said the cheques were made out
to him and were brought to him to
endorse. It was a perfectly unnecessary
thing to do, said Mr. Ralphs, who added
he had no instructions as to what to do
with the cheques. The better system
would be, said Mr. Ralphs, to have the
month's cheques made out to that man
and given to him to cash.

Mr. Jenkin commented that Mr.
Ralphs' opinion was that the system
should be a different one and that one

cheque should be made out for each
school, with one exception.
The Chief Justice asked what systems
there were in other departments of the
Government.

Mr. Jenkin said he did not know, but
he trusted they were different to that
one.

The Chief Justice said Mr. Jenkin's
statement went to show prisoner had
appropriated \$90 whereas he might have
embezzled very much more.

Mr. Jenkin said he would show the
amount was \$157. Prisoner had
fallen into arrears with his private
debts and he kept some of those monies,
and in subsequent months he hoped to
replace the money. Prisoner was the
only son of an aged couple and his
father had been 20 years—he was now
retired—a cook in various private
houses and Government Departments,
and out of his savings he had his son—the
prisoner—educated at Queen's College,
St. Joseph's College and the Sairing-
pun School at a cost of over \$1,000,
roughly about \$140 a year. Out of the
\$300 which the defendant earned \$30
was regularly paid to his parents for
their keep, his keep and the keep of
his only sister, and Mr. Irving could
say that that sum was his sole means
of sustenance. The parents had tendered
a cheque for the payment of the defec-
tions for \$157.20, but the cheque
was returned. In a previous case the
money paid by parents was accepted.
Council pleaded for leniency, pointing
out that prisoner had been in goal for
the last two months.

The Chief Justice, after ascertaining
that the Crown did not oppose the plea
for mercy, said he was sorry to see a
young man, one who had had the ad-
vantages of education, standing in the
dock on a serious charge of that kind.
The maximum sentence was 14 years
imprisonment. He would have been
glad if his duty had allowed him to
exempt prisoner from imprisonment, but
it was such that he should make some
example of the prisoner in order to
ensure that other people who were in
the public service and had the handling
of public monies might not think that
they were able to avoid imprisonment.
His lordship was sorry for the position
of prisoner's father and mother and he
hoped that after he had completed his
sentence he would retrieve his character
and lead an honest life.

Prisoner was sentenced to seven
months' imprisonment, it being taken
into consideration that he had already
been two months in goal.

SEVEN YEARS FOR THROWING
CORROSIVE FLUID.

The Chinese, named Ng Po, charged
with throwing corrosive fluid in brothel
at Belcher Street was yesterday after-
noon sentenced to seven years' hard
labour by the Prison Judge, Mr. H. H. J.
Gompertz.

The jury found prisoner guilty
by a majority of four to three
and were directed to consider the verdict
again. On re-entering Court, the
jury announced that they found a
verdict of guilty by a majority of five
to two.

ST. JOHN AMBULANCE
ASSOCIATION.

HOME NURSING EXAMINATION.

At an Examination in Home
Nursing held recently at the Govern-
ment Civil Hospital by Dr. W. V.
Koch, Honorary Examiner, the
following pupils from the Bellios
Public School were successful:—
Misses Julia Ah Wee, Fok Kum
Fung, Kwun Wai Hing, Delinda
Lopes, Poon San Han, Tung Hon
Ping, and To Kwun Fung.

The following passed the Junior
Examination:—Misses Mercedes
Baretto, Chung King Yik, Aniza
Lopes, Florence Lyon, and Aurora
Xavier.

All Members of the Class were
successful in obtaining a Certificate.
Mrs. McGregor, M.B., B.Ch., acted
as Hon. Lecturer.

FOUR SONS.

"It does not always need rhetoric to
make a fine point," says W. V. Koch, in
the *Spheres*. "The simplicity and directness
of the following paragraph have all the
force of eloquence and more: 'Three
sons of Mr. and Mrs. Turner, of Adle-
stone, Surrey, have been killed in the
war—one by the retreat from Mons, one
at Gallipoli and the third dying of
wounds in France. Their only remain-
ing son has just enlisted.'"

CLOSING SHARE QUOTATIONS.

Douglases	8.30 p.m.
Indos (def.)	\$124 1/2
Sugars	111 1/2
Wharfedale	78 1/2
Docks	123 1/2
Langkats	28 1/2

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

THE DISTURBANCES IN DUBLIN.

MARTIAL LAW PROCLAIMED.

TROOPS FROM ENGLAND AND IRELAND.

LONDON, April 26. Mr. Asquith, in the House of Commons, announced that troops from Belfast and England had arrived in Dublin, and Liberty Hall and Stephen's Green were already occupied by the soldiers. Martial law had been proclaimed in Dublin City and County and action was being taken to suppress the movement, and to arrest all concerned.

This is the first instance of a message of the only instance that had reached us up to the hour of going to press, with our latest edition.

WESTERN FRONT.

Paris, April 26. There is increasing minor activity along the whole of the Western front.

Today's communication says: In taking a small wood at Bures, we made prisoners and captured machine attacks.

There was an intense bombardment of our positions at Avesnes, Weir, and of the front line at Hill 204, while there was a moderate cannonade east of the Aisne and a heavy gun duel in Woivre.

We defeated a German company in Lorraine, with losses, and dispersed German attempts in the Vosges.

Prisoners admit very heavy German losses at Chapalette.

THE GERMAN-AMERICAN CRISIS.

CHANGED GERMAN ATTITUDE.

AMSTERDAM, April 26. Dr. Bethmann-Hollweg, the German Chancellor, after a lengthy conference with the American Ambassador, journeyed with the Chief of the Admiralty Staff to Headquarters.

The German papers are discussing the possibility of avoiding a rupture with the United States.

It is significant that *Der Tag*, which flatly refused all President Wilson's demands, without knowing them, now prints a warning by high officials against treating the rupture light-heartedly and urging that German policy should be guided by what would be the greatest disappointment to her enemies.

AMERICAN SENATORS DELIGHTED WITH TELEGRAMS.

WASHINGTON, April 26.

In a frantic endeavour to influence Congress the German propagandists are showering upon Senators telegrams protesting against action which would mean war.

Twenty-five thousand telegrams have already been received, and they are still pouring in. All have the same wording and emanate exclusively from the German-American districts.

THE GERMAN NAVAL RAID.

LONDON, April 26. The *East Anglian Times* states that approximately there were altogether 25 killed and wounded in the pursuit of the German raiders off Lowestoft.

THE ALLIES AND GREECE.

TRANSPORT OF SERBIAN TROOPS QUESTION.

ATHENS, April 26. The Entente Ministers are insisting on the use of the Greek railways for the transport of Serbian troops.

The Cabinet are deliberating on the matter.

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because the wounds have healed all right in no sign they always will. Got a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poisoning is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

THE DISTURBANCES IN DUBLIN.

OFFICIAL REPORT.

LONDON, April 25.

An official account of the disturbances in Dublin states that at noon on the 24th inst. serious disturbances broke out. A large body of armed supporters of an insurrectionary body, called the Sinn Féin, occupied Stephen's Green, one of the principal squares in Dublin, and forcibly took possession of the General Post Office, where they cut the telegraph and telephone wires. They also occupied the principal thoroughfares and squares. So far as is yet known, three officers, five soldiers, two loyal volunteers, and two policemen were killed, and four officers, seven soldiers, and six volunteers wounded. There is no information as to the casualties suffered by the mob. Reports from other parts of Ireland show that all is quiet.

Mr. Birrell, the Secretary for Ireland, in making the announcement in Parliament said: Soldiers had arrived from The Curragh, and the situation was well in hand. (Cheers.) He could not say whether there had been any arrests.

Replying to a question as to whether Dublin, at 7 o'clock in the evening, was in the hands of the rebels, Mr. Birrell said that they were in possession of four or five different parts of the city, but were not in possession of the whole place. He was afraid that five soldiers had been killed.

THE COMPULSION QUESTION.

THE SECRET SESSION OF PARLIAMENT.

THE OFFICIAL REPORT.

LONDON, April 25.

An official report of the proceedings of the secret session of Parliament has been issued. It is devoted to a statement by Mr. Asquith, explaining the expansion of the Army from the outset of the war, describing the total military efforts of the Empire, including the contributions of the Dominions and India, reviewing the supplies conducted by the Government on the recruiting problem, including the demands of labour and the pyramiding of the needs of the Navy and mercantile marine, ports, munitions, and other essential national services also bearing on the question of recruiting and particularly the financial assistance rendered to our Allies.

Mr. Asquith reviewed the results of recruiting, particularly since August, when registration was carried out. The results have hitherto fallen short of the requirements which are necessary to fulfil our proper military effort. This is due not to an over-estimate of the number available, but to the length of time necessary to sift individual cases without impairing other essential national services or causing grave hardships.

The Government has determined on three relatively minor proposals to meet the situation.

Firstly, the prolongation to the end of the war, of the service of time expired men.

Secondly, transference of Territorial units to units where needed.

Thirdly, making exempted men liable for service immediately their certificates of exemption expire.

The Government further propose, in view of their ultimate addition to the force available, to bring under the Service Act youths under 18 years of age on the 15th August last as they reach that age.

Mr. Asquith, continuing, said:—

Firstly, the Government recognising the numbers required to discharge our military obligations will not be available in the time required under the present arrangements, agree to an immediate effort to voluntarily enlist untested married men.

Secondly, if by the 27th May 50,000 of these are not secured, the Government will forthwith ask Parliament for compulsory powers.

Thirdly, if in any week after the 27th May 15,000 are not secured by direct enlistment, the same course will be taken.

Fourthly, the arrangements in paragraphs II and III hold good till 200,000 untested men have been obtained. In the meantime the position will be constantly reviewed by the Government.

Mr. Asquith pointed out that as all available untested married men would thus be enlisted, either voluntarily or compulsorily, the main ground alleged for the release of the attested married men would have disappeared. He indicated that the Special Committee appointed to enable men enlisting to meet their civil liabilities had considerably progressed with the scheme. The Treasury concurred with the following general principles:—

Firstly, the scheme shall be applicable to all enlisted since the 4th August 1914, or hereafter, both single and married.

Secondly, relief shall be granted in respect of rents, mortgage interest, payments in instalments of taxes, rates, insurance premiums and school fees, but not debts to tradesmen.

Thirdly, relief to an individual is not to exceed £104 per annum.

A debate arose, the following participating:—Sir Edward Carson, Sir John Simon, Mr. G. J. Ward, Sir

THE DISTURBANCES IN DUBLIN.

OFFICIAL REPORT.

LONDON, April 25.

The House of Lords made a similar statement in the House of Lords. The House of Lords went into secret session without any preliminaries. There was a very large attendance, including Lord Rosebery, whose first appearance it is since his "Swan Song" on the Parliament Act.

ANOTHER ABORTIVE AIR RAID ON ENGLAND.

LONDON, April 26. The War Office announced that hostile airships raided Essex and Kent on Monday night. The number of Zeppelins is uncertain, but it cannot have exceeded four. They were met by a brisk fire from anti-aircraft guns, and retreated after achieving little, or nothing.

AIRCRAFT FROM MALAYA.

LONDON, April 25. Mr. Bonar Law (Secretary for the Colonies) has forwarded the War Office a draft for £20,000 from the Sultan of Kelah for the purchase of an aeroplane or for other purpose useful to the Government. The Hon. Mr. Alma Baker, organizer of the Straits Settlements and Malay States Aeroplane Fund, has given his third aeroplane.

COMPANY MEETING.

THE CHINA FIRE INSURANCE CO., LIMITED.

The 47th ordinary meeting of the China Fire Insurance Co., Ltd., was held at the offices of the Company today. There were present the Hon. Mr. P. H. Holyoak, Chairman, Messrs. J. W. C. Bonnar, J. A. Plummer, S. H. Dodwell, directors; Mr. C. Pemberton, secretary, Messrs. C. Montague Eds, S. W. Bacon, H. I. Jones, G. S. Archibut, C. H. P. Ray, F. R. Fume, Chun A. Put.

The Chairman said:—Losses were light compared with previous years, and the year 1914 run off with a profit of \$192,170.11, which must be considered satisfactory in view of the unusually small amount carried forward.

Out of this it is proposed to pay a Dividend of \$7 and a bonus of \$2 per share absorbing \$180,000, and to add the balance of \$12,170.11 to reinvestment fund. Working account 1915 shows a balance of \$404,988.22, which is the second largest profit forward in the company's history.

About the middle of the year your directors were approached by the Union Insurance Society of Canton, Ltd., with a view to the amalgamation of the two Companies on a basis of an exchange of shares.

Your directors after giving the matter due consideration were of the opinion that the proposal was one favourable to our shareholders and strongly recommended their acceptance of the offer, with the effect that the scheme came into operation, and the "Union" now holds considerably over three-fourths of our shares.

That the Directors' recommendation was a wise one is shown by the fact, that while before the inception of the scheme our shares stood at \$130 only, to-day they are quoted at \$160, and shareholders who exchanged are receiving at the rate of \$1 more per share by way of Dividend than had they remained shareholders in this Company.

The excellent report issued by the "Union" augurs well for the future, and I may mention that the "Union" are still open to consider the exchange of further shares.

In view of the amalgamation we during the latter half of the year obtained from the "Union" a small marine account, but it has not been running long enough to prophesy as to results.

As the carry forward was so satisfactory it was decided to Vote the Staff a bonus of 15 per cent. on their salaries to be placed to their credit in their Staff Provident Fund, as this is a provision for the future I trust it will meet with your approval.

The Company's Surveyors have reported on our advances under Mortgage and I am happy to assure you that the same are quite satisfactory.

The Chairman moved the adoption of the report and accounts.

Mr. Plummer seconded, and the motion was unanimously carried.

Mr. Eds proposed the confirmation of the Chairman and Mr. S. H. Dodwell as directors.

Mr. Bacon seconded and it was carried.

The re-appointment of Messrs. W. L. Pattenden and Mr. J. A. Plummer as directors was carried on the motion of Mr. Eds, seconded by Mr. Bacon.

Mr. Bonnar proposed the re-election of the auditors, Mr. A. B. Lowe, and Mr. C. Bernard Brown, at a remuneration of \$600 each per annum.

Mr. Dodwell seconded and the motion was carried.

The Chairman announced that dividend warrants would be ready to-morrow and could be had on application at the office.

EXTRAORDINARY MEETING.

An extraordinary meeting followed.

The Chairman said:—The Union Insurance Society of Canton, Ltd.,

having acquired the majority of our shares, it is desirable that the Articles of Association of the two Companies should be approximately the same, and the resolutions before you embody such alterations as your Directors deem necessary to this end, the principal of which is the creation of the post of General Manager. Opportunity has also been taken to make a few minor alterations as advised by our lawyers. I now beg to propose as an Extraordinary Resolution:—

That the Articles of Association of the Comp be altered in manner following:—

(1) That the words "The Secretary" at the head of Articles 104 to 108 (inclusive) of the Company's Articles of Association be altered so as to read "The General Manager" and that in those Articles (Nos. 108 to 109 inclusive) and the marginal notes thereto wherever the word "Secretary" appears such word be limited and that in lieu thereof the words "General Manager" be inserted.

(2) That in the following Articles of the Company's Articles of Association, viz.:—Articles Nos. 2, 10, 26, 56, 93, 103, 104, 123, 128, 139, and the marginal notes thereto the word "Secretary" wherever it occurs be eliminated and that in lieu thereof the words "General Manager" be inserted.

(3) That in Article No. 17 of the Company's Articles of Association the words "in Hongkong" shall be transposed so as to follow, instead of the words "an address".

(4) That in Article No. 41 in lieu of the words "fourteen days" the words "ten days" shall be inserted.

(5) That in Rec. (b) of Article No. 49 of the Company's Articles of Association the words "for fourteen days after such deposit" shall be struck out.

(6) That in Article No. 74 of the Company's Articles of Association after the words "Shareholders" the words "whose address on the Shareholders Register shall not be in" shall be struck out and in lieu thereof the words "who may be absent from" shall be inserted.

(7) That in Article No. 76 of the Company's Articles of Association the words "not more than seven" be deleted.

(8) That after Article No. 108 the following new Article be inserted as Article No. 108A:—

"The General Manager shall be appointed and may be removed by the Board and he shall in all matters be subject to its orders and directions, and shall be paid such salary as the Board may from time to time determine. The Board may at any time appoint any person or persons for any or an indefinite period to perform all or any of the duties and to exercise all or any of the powers of the General Manager, either in his absence or otherwise, and may from time to time cancel such appointment or appointments and make another or other such appointment or appointments in lieu thereof as the Board may see fit."

(9) That Article No. 131 of the Company's Articles of Association be cancelled and that the following Article be substituted for the same, viz.:—

"All notices or other documents to be given or served by the Company to or upon the shareholders may be given or served by the Board either by advertisement or by notice sent by post, or otherwise, to the registered address of every Shareholder, or, if the Board think fit, both by advertisement and by notice as aforesaid."

Mr. S. H. Dodwell seconded and the motion was carried.

A confirmatory meeting, said the Chairman, would be held on May 12th.

THREATENED STRIKE BY SHIPS' OFFICERS.

The *China Press* (Shanghai) says:—

A strike that may tie up the steamers in the China coast trade is threatened by foreign officers of these ships.

The date of the "showdown" is May 1. An ultimatum has been delivered to the shipowners and the officers declare that they are simply waiting for the date.

The move is a direct result of the agreement of freer trade rates since the big European conflict broke out. Officers say they have not been getting their share of these spoils of war and they declare that the strike is their only alternative.

The demands appear to have been made by the China Coast Officers' Guild, and it seems that owners refuse to recognise the Guild, and had not replied to the demand when the last mail left Shanghai.

There will be held in Boston, Mass., on July 13, 1916, an International Shoe and Leather Trade Week under the auspices of the different organizations of the eastern section of the United States, and at the same time there will be held the Eighth National Shoe and Leather Market-Fair.

The Secretary of the New England and Leather Association extends on behalf of the association, the courtesies of the fair and every endeavour will be made to make the visit of foreigners interested in shoes and leather a most profitable one.

To-day's Advertisements

NOTICE.

I HAVE This Day handed over charge of the Portuguese Consulate to Mr. E. V. M. R. DE SOUSA.

JOSE C. DE OBALDIA,
Consul for Panama.

Hongkong, April 27, 1916. 587

(Continued on page 8.)

SERVES THE WHOLE FAMILY.

THE fame of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the group and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Storekeepers.

CALLICURA

THE NEW AND CERTAIN

CURE FOR CORNS

WITHOUT PAIN, OR INCONVENIENCE.

THIS PREPARATION DIFFERS FROM AND ENTIRELY SUPERSEDES ALL THE ADVERTISED PLASTERS AND SOLVENTS. IT GIVES IMMEDIATE RELIEF AND EFFECTS A SPEEDY CURE.

IT IS NOT A CAUSTIC, BUT A SOLVENT OF THE DECAYED CUTICLE; AND WILL EFFECT A CURE WHERE ALL OTHER APPLICATIONS HAVE FAILED.

PRICE 60 cents per bottle.

PREPARED ONLY BY

THE QUEEN'S DISPENSARY.
HARPER & Co., Ltd.

TEL. 492.

31, Queen's Road Central.

THE ONLY REPUTABLE
GLASS TAILORS
IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST.
(Flower Street)
ESTABLISHED 1800

A handy lad with a hammer can do it well!
But we employ men who are experts to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

SHARP!
ELEAN!
WATERPROOF!

"MALTHOID"

LIGHT!
SAFE!
SNOWPROOF!

Agents, BRADLEY & Co., Ltd.
HONGKONG.

"D. C. L."

Malt Extract

with

Cod Liver Oil

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises.

THE DISTILLERS COMPANY, LTD.
EDINBURGH.

Price per 1 lb. Jar - - - - \$1.00
" " 2 lb. Jar - - - - \$1.80

SOLE AGENTS:
GANDE, PRICE & Co. Ltd.
3, Queen's Road Central.
Hongkong.

THE DISTILLERS COMPANY, LTD.
EDINBURGH.

Price per 1 lb. Jar - - - - \$1.00
" " 2 lb. Jar - - - - \$1.80

SOLE AGENTS:
GANDE, PRICE & Co. Ltd.
3, Queen's Road Central.
Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

DATES named :-	For	STEAMERS	To Sail On	REMARKS
For	SEANGHAI, MOJI and KORE	NANKIN Capt. G. MANLEY.	Daylight 25th April.	Direct Service.
For	LONDON via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	NAMUR Capt. A. COLLYER.	Noon 5th May.	Direct Service.
For	SEANGHAI, MOJI, KORE & YOKOHAMA	NOVARA Capt. H. R. HETHERINGTON, R.N.R.	About 6th May.	Direct Service.
For	LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	NANKIN Capt. G. MANLEY.	Noon 10th May.	Connecting at Cebu with Mail S.S. Argonaut.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
E. V. D. FARR,
Acting Superintendent.

P. & O. S. N. Co's Office.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA via SEANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KORE, YOKKAICHI AND YOKOHAMA.
"MEXICO MARU" Saturday, 26th April, at 3 p.m.
"CHICAGO MARU" Monday, 8th May, at 3 p.m.
* Omitting Shanghai and Nagasaki. * Omitting Manila and Moji.

BOMBAY LINE. FOR BOMBAY, via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.
"INDO MARU" Capt. V. Sankaranarayanan, Tuesday, 2nd May, at 7 a.m.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, via SWATOW, AMOY.

"KAI MARU" Sunday, 30th April, at Noon.
"SOSHI MARU"
* Proceeding to Tamsui and Keelung.
* Proceeding to Anping and Takao.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-
H. YAMAUCHI, Manager,
No. 1, Queen's Building.

TEL. Nos. 216 & 1280.

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS FROM HONGKONG TO AUSTRALIA

STEAMERS TO HONGKONG FROM AUSTRALIA

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., are supplied throughout with Electricity. A State-Room has Electric Fans. A fully qualified Doctor and stewards are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to
GIBB, LIVINGSTON & CO., Agents.

NATAL LINE OF STEAMERS

TAKING cargo to and from SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD. and "AFRIC LINE"

Proposed Sailings from Hongkong.

Steamer from Hongkong, on or about

Connecting at Calcutta with

On or about

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG--NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For NEW YORK via SUEZ CANAL or CAPE of GOOD HOPE.

S.S. For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

For Freight & further particulars apply to
DODWELL & CO., LTD., Agents.

CHINA NAVIGATION CO., LD.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
FAKHAI & HAIPHONG	SWATOW	April 28, at 10 a.m.
SWATOW & BANGKOK	HUPH	April 28, at Noon.
WUHU	FOOCHOW	April 29, at 4 p.m.
TIENHSIN via WEIHAIWEI	HUPH	April 30, Daylight.
SEANGHAI	CHUAN	April 30, Daylight.
SEANGHAI, MOJI, KORE	CHUAN	May 1, at 4 p.m.
MANILA, CEBU & ILOILO	TAMING	May 2, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER--Twice Weekly.

S.S. "LINTAN" and S.S. "SANUT".

SEANGHAI LINE--Twin Screw Steamers "Chinshu" (Taming) & "Tean" Excellent Saloon accommodation, amplitude. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tean".

SEANGHAI LINE--PASSENGERS, MAILS & CARGO.

S.S. "Anhui", "Chuan", "Lachow", "Yingchow", "Shantung" and "Sinking", with excellent accommodation, Electric Lights and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 88.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	YAMASANG	FRIDAY, April 28, at 3 p.m.
MOHOM & HAIPHONG	TAKSANG	SATURDAY, April 29, at 8 a.m.
MANILA	YUENSANG	SATURDAY, April 29, at 2 p.m.
SEANGHAI	YUENSANG	SUNDAY, April 30, Daylight.
SINGAPORE, PENANG & CALCUTTA	YUENSANG	TUESDAY, May 2, at 3 p.m.
SEANGHAI	YUENSANG	WEDNESDAY, May 3, Daylight.
SEANGHAI	YUENSANG	THURSDAY, May 4, Daylight.
SANDAKAN	YUENSANG	THURSDAY, May 4, at Noon.
TIENHSIN via WEIHAIWEI	YUENSANG	FRIDAY, May 5, Daylight.
SEANGHAI	YUENSANG	FRIDAY, May 5, at Noon.
SINGAPORE, PENANG & CALCUTTA	YUENSANG	SATURDAY, May 6, at 3 p.m.
MOJI & KORE	YUENSANG	WEDNESDAY, May 10, Daylight.

RETURN TOURS TO JAPAN.

THE steamers Kuching, Nanking, Lanchow & Peking leave about every 3 weeks generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yachin, Kuching leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Cebu, Welbaird.

Taking Cargo on through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL

STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

FOR

STEAMERS

DATE OF DEPARTURE

GENOA & LONDON.....MERIONETHESHIRE.....12th May.

TRANS-PACIFIC SERVICE

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. E. 11.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. JAPAN, 5,013 tons, Capt. C. F. Seiden, will be despatched for SINGAPORE, PENANG & CALCUTTA on the 28th April.

The above Steamer has excellent saloon accommodation for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.

For Freight or Passage, apply to
DAVID HARRISON & CO., LTD., Agents.

Telephone No. 215.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Lights and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP

CAPTAIN

LEAVING

HAITAN Capt. J. S. Thomson TUESDAY, 2nd May at 2 p.m.

HAIPHONG Capt. J. W. Evans TUESDAY, 9th May at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to:-
DOUGLAS LARRAIK & Co., General Managers.

Telephone No. 215.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SEANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong--Subject to change without notice.

Steamer

Tons and Speed

Leave Hongkong

CHIYO MARU 22,000-21 knots Postponed Indefinitely.

TENYO MARU 22,000-21 knots Sat., 6th May at Noon.

SEIYO MARU 14,000-14 knots Thurs., 11th May at Noon.

NIIPPON MARU 11,000-15 knots Tues., 16th May at 10.30 a.m.

SHIYO MARU 22,000-21 knots Wed., 31st May at Noon.

DAIREN MARU 8,000-14 knots
YERUSA MARU 8,000-15 knots
* Proceeding to South American Ports. * Via MANILA, Omitting Shanghai.

First Class to London 271-10. Return (6 months) £180.

"New York" 280. "San Francisco" 288-10.

"San Francisco" 245. "San Francisco" 288.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Lights and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP

CAPTAIN

LEAVING

HAITAN Capt. J. S. Thomson TUESDAY, 2nd May at 2 p.m.

HAIPHONG Capt. J. W. Evans TUESDAY, 9th May at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to:-
DOUGLAS LARRAIK & Co., General Managers.

Telephone No. 215.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SEANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong--Subject to change without notice.

Steamer

Tons and Speed

Leave Hongkong

CHIYO MARU 22,000-21 knots Postponed Indefinitely.

TENYO MARU 22,000-21 knots Sat., 6th May at Noon.

SEIYO MARU 14,000-14 knots Thurs., 11th May at Noon.

NIIPPON MARU 11,000-15 knots Tues., 16th May at 10.30 a.m.

SHIYO MARU 22,000-21 knots Wed., 31st May at Noon.

DAIREN MARU 8,000-14 knots
YERUSA MARU 8,000-15 knots
* Proceeding to South American Ports. * Via MANILA, Omitting Shanghai.

First Class to London 271-10. Return (6 months) £180.

"New York" 280. "San Francisco" 288-10.

"San Francisco" 245. "San Francisco" 288.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer

Tons and Speed

Sailing

SEIYO MARU 14,000-14 knots Thursday, 11th May at Noon.

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent.

Telephone 251.

KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG--SUBJECT TO ALTERATION.

DESTINATION

STEAMERS

SAILING DATES

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUREAN, CAPE TOWN AND TENERIFE

SHIRANO MARU, Capt. Fraser, Tons 16,000, May, at Noon.

SEAGA MARU, Capt. Tsuda, Tons 12,000, THURSDAY, 18th May, at Noon.

VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KORE, YOKKAICHI, SHIMIDZU & YOKOHAMA

KAMAKURA MARU, Capt. Kusano, Tons 12,400, TUESDAY, 16th May, at 4 p.m.

YOKOHAMA MARU, Capt. Shimoda, Tons 12,300, WEDNESDAY, 7th June, at 4 p.m.

SYDNEY via MELBOURNE, SAKI MARU, Capt. Yoshikawa, Tons 12,500, TUESDAY, 16th May, at 11 a.m.

via MANILA, THURSDAY, 18th May, at 10 a.m.

DAY ISLAND, TOWNS, TANGU MARU, Capt. Takano, Tons 12,500, TUESDAY, 13th June, at 4 p.m.

VILLE and BRISBANE, SHANGHAI, MOJI & KORE, CUYLON MARU, Capt. Higo, Tons 10,000, SATURDAY, 13th May, at Noon.

YOKOHAMA, CALCUTTA via SINGAPORE, COLOMBO MARU, Capt. Nomura, Tons 8,000, SATURDAY, 20th April.

PENANG & RANGOON, BOMBAY via SINGAPORE, KIRIN MARU, Capt. Sasaki, Tons 8,000, MONDAY, 8th May.

MALACCA and COLOMBO, NAGASAKI, MOJI & KORE, TANGU MARU, Capt. Takano, Tons 12,500, SATURDAY, 13th May, at 10 a.m.

YOKOHAMA, SHANGHAI, MOJI & KORE, SEAMO MARU, Capt. Shimidzu, Tons 18,000, FRIDAY, 5th May, at 10 a.m.

YOKOHAMA, SHANGHAI, MOJI & KORE, YETOROFU MARU, Capt. Kikura, Tons 8,800, SATURDAY, 13th May, at Noon.

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650.

Return 975.

2nd Single 450.

Return 650.

To London via New York

via Montreal

To Victoria, Vancouver, Seattle, 1st Single

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due
to	from	Marcellus	London	
Colombo	Colombo	1916	1916	
NAGAYA	April 21	MOOLTAN	May 22	May 29
NANKIN	May 3	THROUGH	June 5	June 12
NANKIN	May 19	KARMAIA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGAYA	June 16	KHYSER	July 17	July 24
MALTA	June 30	MEDINA	July 31	Aug. 7
SOMALI	July 14	THROUGH	August 14	Aug. 21
NANKIN	July 28	MALWA	August 28	Sept. 4

Passenger charges Steamers at COLMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking. On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NANKIN	THURSDAY 27th April
NOVARA	SATURDAY 6th May
MALTA	THURSDAY 20th May
NAGAYA	SATURDAY 3rd June

Passenger charges Steamers at COLMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking. On the Australian Route Tickets Interchangeable with Orient Line.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st and 2nd CLASS PASSENGERS AT REDUCED RATES.

Proposed Sailing:

Steamers	Leave Hongkong	Leave Suez	Due at	Due
	about	about	Marcellus	London
NTANZA	July 5	July 11	Aug. 9	Aug. 15
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WHOLESALE TELEGRAPHY FITTED ON ALL STEAMERS. All cabins are fitted with Electric Fans free of charge and each berth furnished with an Electric Reading Lamp.

Passenger Tickets Interchangeable with the British India Co. Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Using the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

E. V. D. PARR,

Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

JUNE 23 - AUGUST 29.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street.

INDIAN AFRICAN LINE.

Gargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING. From Hongkong: Connecting with From Colombo:

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MURURUGU en route and affording the Quickest and Safest Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

R.S. "SALAMIS" from Hongkong

For Rates of Freight apply to THE BANK LINE, LIMITED.

MAGAZINE AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

For Rates of Freight apply to THE BANK LINE, LIMITED.

STRAITS: LONDON & SWANSEA: "CITY OF LINCOLN" On 6th June.

LONDON & SWANSEA: "CITY OF BOMBAY" On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to THE BANK LINE LTD.

General Agents: C. & J. B. Smith.

WAR AND PEACE.

LORD RYCE'S HUXLEY LECTURE.

Viscount Bryce delivered the Huxley Lecture at Birmingham University last night, reports the "Manchester Guardian" of March 11, taking as his subject "War and Progress: An inquiry into history of how far war and peace have respectively contributed to the progress of mankind."

Lord Bryce said that those who studied the general principles that guided human conduct and the working out of those principles as recorded in history had noted two main streams of tendency. One of these showed itself in the power of reason and of the finer, and more altruistic emotions, while the other tendency was associated with passion and those self-regarding impulses which sought and obtained their ends in and by physical force. Thus there had been two schools of philosophical thinkers and historians, one school laying stress on the former tendency and finding in it the chief source of human progress, while the other drew upon the power of selfishness and passion, deeming them to be elements in human action which could never be greatly reduced either by school or by sympathy.

This school held that the "social order" must always be maintained chiefly by force, and that right itself was only created by force. It therefore naturally accepted war as inevitable.

The other school, with its faith in reason and sympathy, was more sanguine, thought that progress was chiefly achieved in and through peace, and believed in the possibility of a world which at last would become pacific. Down to recent times it had seemed to hold the field in the realm of thought. Lately, however, the other school had sprung into conspicuous prominence, particularly in Germany. Teachers had arisen who, not content with unapologetic war to be a necessary factor in the relations of States, declared it to be valuable in itself by means a necessary evil but rather a positive good. "The State, according to them," said by power, power rested on force, force created the laws within the State's limits, but outside the State's limits there was no law and no morality, nothing but force.

This doctrine, which saw in war a constant means of human progress, based itself on two lines of argument. One was drawn from the realm of animal nature, and the other from history. Both lines of argument showed that all progress was achieved by strife. Among animals and plants it was natural selection and the struggle for life that evolved higher forms from lower. Among men it was the same process of unending conflict that enabled the higher races and stronger States to overcome or absorb the lower and less advanced. This theory had now become a powerful factor in the relations of States to one another, and had been used to justify not merely war itself but methods of warfare till recently unheard-of methods which, so far from serving human progress, threatened to carry us back into the ages of barbarism.

Some of the leading races and States had no doubt established their position by war, but the races which had been most engaged in fighting had not been those that had advanced most. Prussia (for which Voltaire said nearly two centuries ago that fighting was a trade) claimed to be an instance of success achieved by war chiefly; but it was still too soon to say whether this claim could be supported.

What then have been the causes to which progress has been due? Partly, no doubt, to competition, but chiefly to thought. "Thought is not helped by war. It is the races that know how to think rather than the far more numerous races that know only how to fight that have led the world." Invention and scientific inquiry have given us improvements in the arts of life and that knowledge of nature which has brought wealth and comfort. Thinking has produced literature

and art. Now the thought of a people is most active when it is brought into contact with another, because each loves its variety and freedom of play when it has worked too long upon accustomed lines. Isolation retards progress, intercourse quickens it. Such contact, with the process of learning which follows, therefore may happen by war, but it opens far oftener in peace, and it is in peace that men have time and space to profit fully by it.

A study of history will enable us to dismiss with an easy conscience the theory of Treitschke that war is a medicine which Providence must be expected constantly to offer to the human race for its own good. And we may properly address ourselves at the end of a war undertaken to vindicate the eternal principles of right against the spirit of militarism and aggression to the task of trying to help forward the progress of mankind, not through the strife and hatreds of one people, but rather by their friendly co-operation in the healing and enlightening works of peace.

"A MERRY BANKER IN THE FAR EAST."

This is the title of a book of reminiscences by Mr. Walter H. Young who will doubtless be remembered by many old residents of Hongkong. Quite half the book concerns his experiences in Hongkong, Manila and Iloilo. The literary style of the author has a fascination of its own. In the words of the song he is always merry and bright, even when relating the little tragedies of an eventful life and his fond stories of smoking room stories shall we call them?—are certain to create a demand for the book far beyond the circle of the author's acquaintances.

Of his time in Hongkong he relates at some length the story of a forgery by a subordinate Constable official, whereby the author was responsible for a loss of \$25,000 to the Bank, reduced in the end by the recovery of notes to the value of \$10,000. The story of the search in Mexico for the forger is weird and fascinating and if it is all truth it is a very good illustration of the proverb that truth is often stranger than fiction. After spending three years in the bank at Hongkong he tells us that he is fondly resigned to become "a sharp" pusher, but the "business local art" which made time bargains illegal, ruined all his "sharp" business and he did not produce enough to pay his bills. And the merry banker gives us a picture of himself when, in 1891, he left the Far East "stone-broke." The subsequent chapters tell us of a brief experience at home as an inspector of a Yorkshire bank, and the scene is quickly changed to Chile, whither the author went as assistant manager of the Bank of Valparaiso. Valparaiso, quickly becoming general manager and inspector. In South America the author by the time he had put on his hat and said "Adios" to the bank, had investments which required watching, and having still time on his hands tried his pen as a writer at a little company promoting and dabbling in stocks. "I know a bit about Chilean exchange and I had not been on the kerfstone in Hongkong in vain," he says.

In the concluding lines of this amusing autobiography the author says: "I have had real good times in the East and in Chile, but my heart returns to my first love, the Far East."

THE HANDY BOAT FOR MACAO.

THE Steamship "CHUEN CHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 5 P.M.

Arrives Hongkong about 9 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon).

First Class 50 cts. Single; \$1.50 Return (Saloon) for Chinese.

Second Class 30 cts. Single; \$1 Return.

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

Vessels Advertised as Loading

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING.
Australia Ports, &c. Eastern	Gibb Livingston & Co.	April 29, at 11 a.m.	
Australia Ports, &c. St. Albans	Gibb Livingston & Co.	June 2, at 11 a.m.	
Bay of Spore & Cebu	Nippon Yusen Kaisha	May 8, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 11, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 18, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 25, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 31, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 7, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 14, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 21, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 28, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 5, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 12, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 19, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 26, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 2, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 9, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 16, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 23, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 30, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 6, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 13, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 20, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 27, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 4, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 11, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 18, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 25, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 1, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 8, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 15, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 22, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 29, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 6, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 13, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 20, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 27, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 3, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 10, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 17, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 24, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 31, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 7, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 14, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 21, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 28, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	March 6, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	March 13, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	March 20, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	March 27, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	April 3, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	April 10, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	April 17, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	April 24, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	April 30, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 7, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 14, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 21, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	May 28, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 4, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 11, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 18, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	June 25, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 2, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 9, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 16, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 23, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	July 30, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 6, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 13, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 20, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	August 27, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 3, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 10, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 17, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 24, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	September 30, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 7, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 14, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 21, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	October 28, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 4, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 11, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 18, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	November 25, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 2, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 9, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 16, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 23, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	December 30, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 6, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 13, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 20, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	January 27, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 3, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 10, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 17, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 24, at Noon.	
Hankow via Japan & Cebu	Nippon Yusen Kaisha	February 31, at Noon.	

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Singapore, April 17th.

STRA

To-day's Advertisements

HONGKONG DOG & CAT SHOW, 1916.

PROGRAMME of Show to be held at the JOCKEY CLUB GRAND STAND, Happy Valley on SATURDAY, May 13th, 1916.
There will be classes for the following, provided sufficient entries are received.
No prizes will be awarded unless there are 3 Competitors. (Exception to this rule at the discretion of the Committee.)
Entry fees may be obtained on application to the undersigned.
Class A.—(Smooth) both sexes, Class B.—Spaniels both sexes.
(Rough) M.—Japanese & Pekingese
N.—English Buns
O.—Toys
P.—Doilies
Q.—Scotch Fold
R.—Unclassified
S.—Championship for best Dog, Bitch, or Cat.
T.—Cats, Persian, of both sexes.
U.—Siamese
V.—Ordinary.

Rules and Conditions of Showing.

- 1.—Entrance fee for each dog or cat in their respective classes. Entries close at 10 o'clock on SATURDAY, May 13th, 1916.
- 2.—All dogs must be placed on the benches at 1 p.m.
- 3.—Owners must provide suitable chains and collars for their dogs and cages or baskets for their cats.
- 4.—Owners may send their dogs or cats in charge of their servants. Servants' tickets will be issued gratis.
- 5.—Servants in charge of dogs or cats must produce admission tickets.
- 6.—Numbers must be placed on the arm of persons in charge of dogs or cats.
- 7.—No dog or cat may be removed from the Show Ground until 6 p.m.
- 8.—Any dog or cat brought to the Show, apparently suffering from any disease or sore may be excluded by any two of the Special Stewards.

G. W. GEGG,

Hon. Secretary and Treasurer.

Hongkong, 27th April, 1916.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND OF \$200,000 declared at the Forty-second Meeting of Shareholders held on the 24th day of March, 1916, at the Hongkong & Shanghai Banking Corporation, on and after FRIDAY the 25th April, 1916.
Shareholders are requested to apply to the Office of the Company for the dividend on or before FRIDAY the 25th April, 1916.
By Order of the Board of Directors,
R. PEMBERTON,
Secretary.

Hongkong, April 25, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

FRIDAY,

the 29th April, 1916,
at 2.30 p.m. at the Sales Room, No. 8, Des Voeux Road, Corner of Ice House Street,
A NUMBER OF
CHINESE KALEMONOS.
Terms:—As usual.
HUGHES & HUGH,
Auctioneers.
Hongkong, April 27, 1916.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.,

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914,
£23,970,367.
I.—Authorized Capital £8,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II.—Fire Funds £3,837,047
III.—Life & Accident Funds £17,867,580
Sinking Fund Account £23,970,367

Revenues Fire Branch £2,361,466
Life and Accident 2,141,563
Branches 2,141,563
Revenue Marine Department 337,239
Other Receipts 478,940
£23,970,367

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO

Agents.

EXCHANGE.

Hongkong, April 27, 1916.
On London—
Bank Wire ... 2 1/2
On demand ... 2 1/2
On 30 days sight ... 2 1/2
On 60 days sight ... 2 1/2
On 90 days sight ... 2 1/2
On 120 days sight ... 2 1/2
On 150 days sight ... 2 1/2
On 180 days sight ... 2 1/2
On 210 days sight ... 2 1/2
On 240 days sight ... 2 1/2
On 270 days sight ... 2 1/2
On 300 days sight ... 2 1/2
On 330 days sight ... 2 1/2
On 360 days sight ... 2 1/2
On 390 days sight ... 2 1/2
On 420 days sight ... 2 1/2
On 450 days sight ... 2 1/2
On 480 days sight ... 2 1/2
On 510 days sight ... 2 1/2
On 540 days sight ... 2 1/2
On 570 days sight ... 2 1/2
On 600 days sight ... 2 1/2
On 630 days sight ... 2 1/2
On 660 days sight ... 2 1/2
On 690 days sight ... 2 1/2
On 720 days sight ... 2 1/2
On 750 days sight ... 2 1/2
On 780 days sight ... 2 1/2
On 810 days sight ... 2 1/2
On 840 days sight ... 2 1/2
On 870 days sight ... 2 1/2
On 900 days sight ... 2 1/2
On 930 days sight ... 2 1/2
On 960 days sight ... 2 1/2
On 990 days sight ... 2 1/2
On 1020 days sight ... 2 1/2
On 1050 days sight ... 2 1/2
On 1080 days sight ... 2 1/2
On 1110 days sight ... 2 1/2
On 1140 days sight ... 2 1/2
On 1170 days sight ... 2 1/2
On 1200 days sight ... 2 1/2
On 1230 days sight ... 2 1/2
On 1260 days sight ... 2 1/2
On 1290 days sight ... 2 1/2
On 1320 days sight ... 2 1/2
On 1350 days sight ... 2 1/2
On 1380 days sight ... 2 1/2
On 1410 days sight ... 2 1/2
On 1440 days sight ... 2 1/2
On 1470 days sight ... 2 1/2
On 1500 days sight ... 2 1/2
On 1530 days sight ... 2 1/2
On 1560 days sight ... 2 1/2
On 1590 days sight ... 2 1/2
On 1620 days sight ... 2 1/2
On 1650 days sight ... 2 1/2
On 1680 days sight ... 2 1/2
On 1710 days sight ... 2 1/2
On 1740 days sight ... 2 1/2
On 1770 days sight ... 2 1/2
On 1800 days sight ... 2 1/2
On 1830 days sight ... 2 1/2
On 1860 days sight ... 2 1/2
On 1890 days sight ... 2 1/2
On 1920 days sight ... 2 1/2
On 1950 days sight ... 2 1/2
On 1980 days sight ... 2 1/2
On 2010 days sight ... 2 1/2
On 2040 days sight ... 2 1/2
On 2070 days sight ... 2 1/2
On 2100 days sight ... 2 1/2
On 2130 days sight ... 2 1/2
On 2160 days sight ... 2 1/2
On 2190 days sight ... 2 1/2
On 2220 days sight ... 2 1/2
On 2250 days sight ... 2 1/2
On 2280 days sight ... 2 1/2
On 2310 days sight ... 2 1/2
On 2340 days sight ... 2 1/2
On 2370 days sight ... 2 1/2
On 2400 days sight ... 2 1/2
On 2430 days sight ... 2 1/2
On 2460 days sight ... 2 1/2
On 2490 days sight ... 2 1/2
On 2520 days sight ... 2 1/2
On 2550 days sight ... 2 1/2
On 2580 days sight ... 2 1/2
On 2610 days sight ... 2 1/2
On 2640 days sight ... 2 1/2
On 2670 days sight ... 2 1/2
On 2700 days sight ... 2 1/2
On 2730 days sight ... 2 1/2
On 2760 days sight ... 2 1/2
On 2790 days sight ... 2 1/2
On 2820 days sight ... 2 1/2
On 2850 days sight ... 2 1/2
On 2880 days sight ... 2 1/2
On 2910 days sight ... 2 1/2
On 2940 days sight ... 2 1/2
On 2970 days sight ... 2 1/2
On 3000 days sight ... 2 1/2
On 3030 days sight ... 2 1/2
On 3060 days sight ... 2 1/2
On 3090 days sight ... 2 1/2
On 3120 days sight ... 2 1/2
On 3150 days sight ... 2 1/2
On 3180 days sight ... 2 1/2
On 3210 days sight ... 2 1/2
On 3240 days sight ... 2 1/2
On 3270 days sight ... 2 1/2
On 3300 days sight ... 2 1/2
On 3330 days sight ... 2 1/2
On 3360 days sight ... 2 1/2
On 3390 days sight ... 2 1/2
On 3420 days sight ... 2 1/2
On 3450 days sight ... 2 1/2
On 3480 days sight ... 2 1/2
On 3510 days sight ... 2 1/2
On 3540 days sight ... 2 1/2
On 3570 days sight ... 2 1/2
On 3600 days sight ... 2 1/2
On 3630 days sight ... 2 1/2
On 3660 days sight ... 2 1/2
On 3690 days sight ... 2 1/2
On 3720 days sight ... 2 1/2
On 3750 days sight ... 2 1/2
On 3780 days sight ... 2 1/2
On 3810 days sight ... 2 1/2
On 3840 days sight ... 2 1/2
On 3870 days sight ... 2 1/2
On 3900 days sight ... 2 1/2
On 3930 days sight ... 2 1/2
On 3960 days sight ... 2 1/2
On 3990 days sight ... 2 1/2
On 4020 days sight ... 2 1/2
On 4050 days sight ... 2 1/2
On 4080 days sight ... 2 1/2
On 4110 days sight ... 2 1/2
On 4140 days sight ... 2 1/2
On 4170 days sight ... 2 1/2
On 4200 days sight ... 2 1/2
On 4230 days sight ... 2 1/2
On 4260 days sight ... 2 1/2
On 4290 days sight ... 2 1/2
On 4320 days sight ... 2 1/2
On 4350 days sight ... 2 1/2
On 4380 days sight ... 2 1/2
On 4410 days sight ... 2 1/2
On 4440 days sight ... 2 1/2
On 4470 days sight ... 2 1/2
On 4500 days sight ... 2 1/2
On 4530 days sight ... 2 1/2
On 4560 days sight ... 2 1/2
On 4590 days sight ... 2 1/2
On 4620 days sight ... 2 1/2
On 4650 days sight ... 2 1/2
On 4680 days sight ... 2 1/2
On 4710 days sight ... 2 1/2
On 4740 days sight ... 2 1/2
On 4770 days sight ... 2 1/2
On 4800 days sight ... 2 1/2
On 4830 days sight ... 2 1/2
On 4860 days sight ... 2 1/2
On 4890 days sight ... 2 1/2
On 4920 days sight ... 2 1/2
On 4950 days sight ... 2 1/2
On 4980 days sight ... 2 1/2
On 5010 days sight ... 2 1/2
On 5040 days sight ... 2 1/2
On 5070 days sight ... 2 1/2
On 5100 days sight ... 2 1/2
On 5130 days sight ... 2 1/2
On 5160 days sight ... 2 1/2
On 5190 days sight ... 2 1/2
On 5220 days sight ... 2 1/2
On 5250 days sight ... 2 1/2
On 5280 days sight ... 2 1/2
On 5310 days sight ... 2 1/2
On 5340 days sight ... 2 1/2
On 5370 days sight ... 2 1/2
On 5400 days sight ... 2 1/2
On 5430 days sight ... 2 1/2
On 5460 days sight ... 2 1/2
On 5490 days sight ... 2 1/2
On 5520 days sight ... 2 1/2
On 5550 days sight ... 2 1/2
On 5580 days sight ... 2 1/2
On 5610 days sight ... 2 1/2
On 5640 days sight ... 2 1/2
On 5670 days sight ... 2 1/2
On 5700 days sight ... 2 1/2
On 5730 days sight ... 2 1/2
On 5760 days sight ... 2 1/2
On 5790 days sight ... 2 1/2
On 5820 days sight ... 2 1/2
On 5850 days sight ... 2 1/2
On 5880 days sight ... 2 1/2
On 5910 days sight ... 2 1/2
On 5940 days sight ... 2 1/2
On 5970 days sight ... 2 1/2
On 6000 days sight ... 2 1/2
On 6030 days sight ... 2 1/2
On 6060 days sight ... 2 1/2
On 6090 days sight ... 2 1/2
On 6120 days sight ... 2 1/2
On 6150 days sight ... 2 1/2
On 6180 days sight ... 2 1/2
On 6210 days sight ... 2 1/2
On 6240 days sight ... 2 1/2
On 6270 days sight ... 2 1/2
On 6300 days sight ... 2 1/2
On 6330 days sight ... 2 1/2
On 6360 days sight ... 2 1/2
On 6390 days sight ... 2 1/2
On 6420 days sight ... 2 1/2
On 6450 days sight ... 2 1/2
On 6480 days sight ... 2 1/2
On 6510 days sight ... 2 1/2
On 6540 days sight ... 2 1/2
On 6570 days sight ... 2 1/2
On 6600 days sight ... 2 1/2
On 6630 days sight ... 2 1/2
On 6660 days sight ... 2 1/2
On 6690 days sight ... 2 1/2
On 6720 days sight ... 2 1/2
On 6750 days sight ... 2 1/2
On 6780 days sight ... 2 1/2
On 6810 days sight ... 2 1/2
On 6840 days sight ... 2 1/2
On 6870 days sight ... 2 1/2
On 6900 days sight ... 2 1/2
On 6930 days sight ... 2 1/2
On 6960 days sight ... 2 1/2
On 6990 days sight ... 2 1/2
On 7020 days sight ... 2 1/2
On 7050 days sight ... 2 1/2
On 7080 days sight ... 2 1/2
On 7110 days sight ... 2 1/2
On 7140 days sight ... 2 1/2
On 7170 days sight ... 2 1/2
On 7200 days sight ... 2 1/2
On 7230 days sight ... 2 1/2
On 7260 days sight ... 2 1/2
On 7290 days sight ... 2 1/2
On 7320 days sight ... 2 1/2
On 7350 days sight ... 2 1/2
On 7380 days sight ... 2 1/2
On 7410 days sight ... 2 1/2
On 7440 days sight ... 2 1/2
On 7470 days sight ... 2 1/2
On 7500 days sight ... 2 1/2
On 7530 days sight ... 2 1/2
On 7560 days sight ... 2 1/2
On 7590 days sight ... 2 1/2
On 7620 days sight ... 2 1/2
On 7650 days sight ... 2 1/2
On 7680 days sight ... 2 1/2
On 7710 days sight ... 2 1/2
On 7740 days sight ... 2 1/2
On 7770 days sight ... 2 1/2
On 7800 days sight ... 2 1/2
On 7830 days sight ... 2 1/2
On 7860 days sight ... 2 1/2
On 7890 days sight ... 2 1/2
On 7920 days sight ... 2 1/2
On 7950 days sight ... 2 1/2
On 7980 days sight ... 2 1/2
On 8010 days sight ... 2 1/2
On 8040 days sight ... 2 1/2
On 8070 days sight ... 2 1/2
On 8100 days sight ... 2 1/2
On 8130 days sight ... 2 1/2
On 8160 days sight ... 2 1/2
On 8190 days sight ... 2 1/2
On 8220 days sight ... 2 1/2
On 8250 days sight ... 2 1/2
On 8280 days sight ... 2 1/2
On 8310 days sight ... 2 1/2
On 8340 days sight ... 2 1/2
On 8370 days sight ... 2 1/2
On 8400 days sight ... 2 1/2
On 8430 days sight ... 2 1/2
On 8460 days sight ... 2 1/2
On 8490 days sight ... 2 1/2
On 8520 days sight ... 2 1/2
On 8550 days sight ... 2 1/2
On 8580 days sight ... 2 1/2
On 8610 days sight ... 2 1/2
On 8640 days sight ... 2 1/2
On 8670 days sight ... 2 1/2
On 8700 days sight ... 2 1/2
On 8730 days sight ... 2 1/2
On 8760 days sight ... 2 1/2
On 8790 days sight ... 2 1/2
On 8820 days sight ... 2 1/2
On 8850 days sight ... 2 1/2
On 8880 days sight ... 2 1/2
On 8910 days sight ... 2 1/2
On 8940 days sight ... 2 1/2
On 8970 days sight ... 2 1/2
On 9000 days sight ... 2 1/2
On 9030 days sight ... 2 1/2
On 9060 days sight ... 2 1/2
On 9090 days sight ... 2 1/2
On 9120 days sight ... 2 1/2
On 9150 days sight ... 2 1/2
On 9180 days sight ... 2 1/2
On 9210 days sight ... 2 1/2
On 9240 days sight ... 2 1/2
On 9270 days sight ... 2 1/2
On 9300 days sight ... 2 1/2
On 9330 days sight ... 2 1/2
On 9360 days sight ... 2 1/2
On 9390 days sight ... 2 1/2
On 9420 days sight ... 2 1/2
On 9450 days sight ... 2 1/2
On 9480 days sight ... 2 1/2
On 9510 days sight ... 2 1/2
On 9540 days sight ... 2 1/2
On 9570 days sight ... 2 1/2
On 9600 days sight ... 2 1/2
On 9630 days sight ... 2 1/2
On 9660 days sight ... 2 1/2
On 9690 days sight ... 2 1/2
On 9720 days sight ... 2 1/2
On 9750 days sight ... 2 1/2
On 9780 days sight ... 2 1/2
On 9810 days sight ... 2 1/2
On 9840 days sight ... 2 1/2
On 9870 days sight ... 2 1/2
On 9900 days sight ... 2 1/2
On 9930 days sight ... 2 1/2
On 9960 days sight ... 2 1/2
On 9990 days sight ... 2 1/2
On 10020 days sight ... 2 1/2
On 10050 days sight ... 2 1/2
On 10080 days sight ... 2 1/2
On 10110 days sight ... 2 1/2
On 10140 days sight ... 2 1/2
On 10170 days sight ... 2 1/2
On 10200 days sight ... 2 1/2
On 10230 days sight ... 2 1/2
On 10260 days sight ... 2 1/2
On 10290 days sight ... 2 1/2
On 10320 days sight ... 2 1/2
On 10350 days sight ... 2 1/2
On 10380 days sight ... 2 1/2
On 10410 days sight ... 2 1/2
On 10440 days sight ... 2 1/2
On 10470 days sight ... 2 1/2
On 10500 days sight ... 2 1/2
On 10530 days sight ... 2 1/2
On 10560 days sight ... 2 1/2
On 10590 days sight ... 2 1/2
On 10620 days sight ... 2 1/2
On 10650 days sight ... 2 1/2
On 10680 days sight ... 2 1/2
On 10710 days sight ... 2 1/2
On 10740 days sight ... 2 1/2
On 10770 days sight ... 2 1/2
On 10800 days sight ... 2 1/2
On 10830 days sight ... 2 1/2
On 10860 days sight ... 2 1/2
On 10890 days sight ... 2 1/2
On 10920 days sight ... 2 1/2
On 10950 days sight ... 2 1/2
On 10980 days sight ... 2 1/2
On 11010 days sight ... 2 1/2
On 11040 days sight ... 2 1/2
On 11070 days sight ... 2 1/2
On 11100 days sight ... 2 1/2
On 11130 days sight ... 2 1/2
On 11160 days sight ... 2 1/2
On 11190 days sight ... 2 1/2
On 11220 days sight ... 2 1/2
On 11250 days sight ... 2 1/2
On 11280 days sight ... 2 1/2
On 11310 days sight ... 2 1/2
On 11340 days sight ... 2 1/2
On 11370 days sight ... 2 1/2
On 11400 days sight ... 2 1/2
On 11430 days sight ... 2 1/2
On 11460 days sight ... 2 1/2
On 11490 days sight ... 2 1/2
On 11520 days sight ... 2 1/2
On 11550 days sight ... 2 1/2
On 11580 days sight ... 2 1/2
On 11610 days sight ... 2 1/2
On 11640 days sight ... 2 1/2
On 11670 days sight ... 2 1/2
On 11700 days sight ... 2 1/2
On 11730 days sight ... 2 1/2
On 11760 days sight ... 2 1/2
On 11790 days sight ... 2 1/2
On 11820 days sight ... 2 1/2
On 11850 days sight ... 2 1/2
On 11880 days sight ... 2 1/2
On 11910 days sight ... 2 1/2
On 11940 days sight ... 2 1/2
On 11970 days sight ... 2 1/2
On 12000 days sight ... 2 1/2
On 12030 days sight ... 2 1/2
On 12060 days sight ... 2 1/2
On 12090 days sight ... 2 1/2
On 12120 days sight ... 2 1/2
On 12150 days sight ... 2 1/2
On 12180 days sight ... 2 1/2
On 12210 days sight ... 2 1/2
On 12240 days sight ... 2 1/2
On 12270 days sight ... 2 1/2
On 12300 days sight ... 2 1/2
On 12330 days sight ... 2 1/2
On 12360 days sight ... 2 1/2
On 12390 days sight ... 2 1/2
On 12420 days sight ... 2 1/2
On 12450 days sight ... 2 1/2
On 12480 days sight ... 2 1/2
On 12510 days sight ... 2 1/2
On 12540 days sight ... 2 1/2
On 12570 days sight ... 2 1/2
On 12600 days sight ... 2 1/2
On 12630 days sight ... 2 1/2
On 12660 days sight ... 2 1/2
On 12690 days sight ... 2 1/2
On 12720 days sight ... 2 1/2
On 12750 days sight ... 2 1/2
On 12780 days sight ... 2 1/2
On 12810 days sight ... 2 1/2
On 12840 days sight ... 2 1/2
On 12870 days sight ... 2 1/2
On 12900 days sight ... 2 1/2
On 12930 days sight ... 2 1/2
On 12960 days sight ... 2 1/2
On 12990 days sight ... 2 1/2
On 13020 days sight ... 2 1/2
On 13050 days sight ... 2 1/2
On 13080 days sight ... 2 1/2
On 13110 days sight ... 2 1/2
On 13140 days sight ... 2 1/2
On 13170 days sight ... 2 1/2
On 13200 days sight ... 2 1/2
On 13230 days sight ... 2 1/2
On 13260 days sight ... 2 1/2
On 13290 days sight ... 2 1/2
On 13320 days sight ... 2 1/2
On 13350 days sight ... 2 1/2
On 13380 days sight ... 2 1/2
On 13410 days sight ... 2 1/2
On 13440 days sight ... 2 1/2
On 13470 days sight ... 2 1/2
On 13500 days sight ... 2 1/2
On 13530 days sight ... 2 1/2
On 13560 days sight ... 2 1/2
On 13590 days sight ... 2 1/2
On 13620 days sight ... 2 1/2
On 13650 days sight ... 2 1/2
On 13680 days sight ... 2 1/2
On 13710 days sight ... 2 1/2
On 13740 days sight ... 2 1/2
On 13770 days sight ... 2 1/2
On 13800 days sight ... 2 1/2
On 13830 days sight ... 2 1/2
On 13860 days sight ... 2 1/2
On 13890 days sight ... 2 1/2
On 13920 days sight ... 2 1/2
On 13950 days sight ... 2 1/2
On 13980 days sight ... 2 1/2
On 14010 days sight ... 2 1/2
On 14040 days sight ... 2 1/2
On 14070 days sight ... 2 1/2
On 14100 days sight ... 2 1/2
On 14130 days sight ... 2 1/2
On 14160 days sight ... 2 1/2
On 14190 days sight ... 2 1/2
On 14220 days sight ... 2 1/2
On 14250 days sight ... 2 1/2
On 14280 days sight ... 2 1/2
On 14310 days sight ... 2 1/2
On 14340 days sight ... 2 1/2
On 14370 days sight ... 2 1/2
On 14400 days sight ... 2 1/2
On 14430 days sight ... 2 1/2
On 14460 days sight ... 2 1/2
On 14490 days sight ... 2 1/2
On 14520 days sight ... 2 1/2
On 14550 days sight ... 2 1/2
On 14580 days sight ... 2 1/2
On 14610 days sight ... 2 1/2
On 14640 days sight ... 2 1/2
On 14670 days sight ... 2 1/2
On 14700 days sight ... 2 1/2
On 14730 days sight ... 2 1/2
On 14760 days sight ... 2 1/2
On 14790 days sight ... 2 1/2
On 14820 days sight ... 2 1/2
On 14850 days sight ... 2 1/2
On 14880 days sight ... 2 1/2
On 14910 days sight ... 2 1/2
On 14940 days sight ... 2 1/2
On 14970 days sight ... 2 1/2
On 15000 days sight ... 2 1/2
On 15030 days sight ... 2 1/2
On 15060 days sight ... 2 1/2
On 15090 days sight ... 2 1/2
On 15120 days sight ... 2 1/2
On 15150 days sight ... 2 1/2
On 15180 days sight ... 2 1/2
On 15210 days sight ... 2 1/2
On 15240 days sight ... 2 1/2
On 15270 days sight ... 2 1/2
On 15300 days sight ... 2 1/2
On 15330 days sight ... 2 1/2
On 15360 days sight ... 2 1/2
On 15390 days sight ... 2 1/2
On 15420 days sight ... 2 1/2
On 15450 days sight ... 2 1/2
On 15480 days sight ... 2 1/2
On 15510 days sight ... 2 1/2
On 15540 days sight ... 2 1/2
On 15570 days sight ... 2 1/2
On 15600 days sight ... 2 1/2
On 15630 days sight ... 2 1/2
On 15660 days sight ... 2 1/2
On 15690 days sight ... 2 1/2
On 15720 days sight ... 2 1/2
On 15750 days sight ... 2 1/2
On 15780 days sight ... 2 1/2
On 15810 days sight ... 2 1/2
On 15840 days sight ... 2 1/2
On 15870 days sight ... 2 1/2
On 15900 days sight ... 2 1/2
On 15930 days sight ... 2 1/2
On 15960 days sight ... 2 1/2
On 15990 days sight ... 2 1/2
On 16020 days sight ... 2 1/2
On 16050 days sight ... 2 1/2
On 16080 days sight ... 2 1/2
On 16110 days sight ... 2 1/2
On 16140 days sight ... 2 1/2
On 16170 days sight ... 2 1/2
On 16200 days sight ... 2 1/2
On 16230 days sight ... 2 1/2
On 16260 days sight ... 2 1/2
On 16290 days sight ... 2 1/2
On 16320 days sight ... 2 1/2
On 16350 days sight ... 2 1/2
On 16380 days sight ... 2 1/2
On 16410 days sight ... 2 1/2
On 16440 days sight ... 2 1/2
On 16470 days sight ... 2 1/2
On 16500 days sight ... 2 1/2
On 16530 days sight ... 2 1/2
On 16560 days sight ... 2 1/2
On 16590 days sight ... 2 1/2
On 16620 days sight ... 2 1/2
On 16650 days sight ... 2 1/2
On 16680 days sight ... 2 1/2
On 16710 days sight ... 2 1/2
On 16740 days sight ... 2 1/2
On 16770 days sight ... 2 1/2
On 16800 days sight ... 2 1/2
On 16830 days sight ... 2 1/2
On 16860 days sight ... 2 1/2
On 16890 days sight ... 2 1/2
On 16920 days sight ... 2 1/2
On 16950 days sight ... 2 1/2
On 16980 days sight ... 2 1/2
On 17010 days sight ... 2 1/2
On 17040 days sight ... 2 1/2
On 17070 days sight ... 2 1/2
On 17100 days sight ... 2 1/2
On 17130 days sight ... 2 1/2
On 17160 days sight ... 2 1/2
On 17190 days sight ... 2 1/2
On 17220 days sight ... 2 1/2
On 17250 days sight ... 2 1/2
On 17280 days sight ... 2 1/2
On 17310 days sight ... 2 1/2
On 17340 days sight ... 2 1/2
On 17370 days sight ... 2 1/2
On 17400 days sight ... 2 1/2
On 17430 days sight ... 2 1/2
On 17460 days sight ... 2 1/2
On 17490 days sight ... 2 1/2
On 17520 days sight ... 2 1/2
On 17550 days sight ... 2 1/2
On 17580 days sight ... 2 1/2
On 17610 days sight ... 2 1/2
On 17640 days sight ... 2 1/2
On 17670 days sight ... 2 1/2
On 17700 days sight ... 2 1/2
On 17730 days sight ... 2 1/2
On 17760 days sight ... 2 1/2
On 17790 days sight ... 2 1/2
On 17820 days sight ...